

THE WORLD'S FAVOURITE AIRCRAFT MODELLING MAGAZINE

Scale AVIATION Modeler International

1/32 SPOTLIGHT
Spitfire IX
Pac's Big Issue!

Martin B-26

'Fat-Bottomed Girls'

15
REVIEWS
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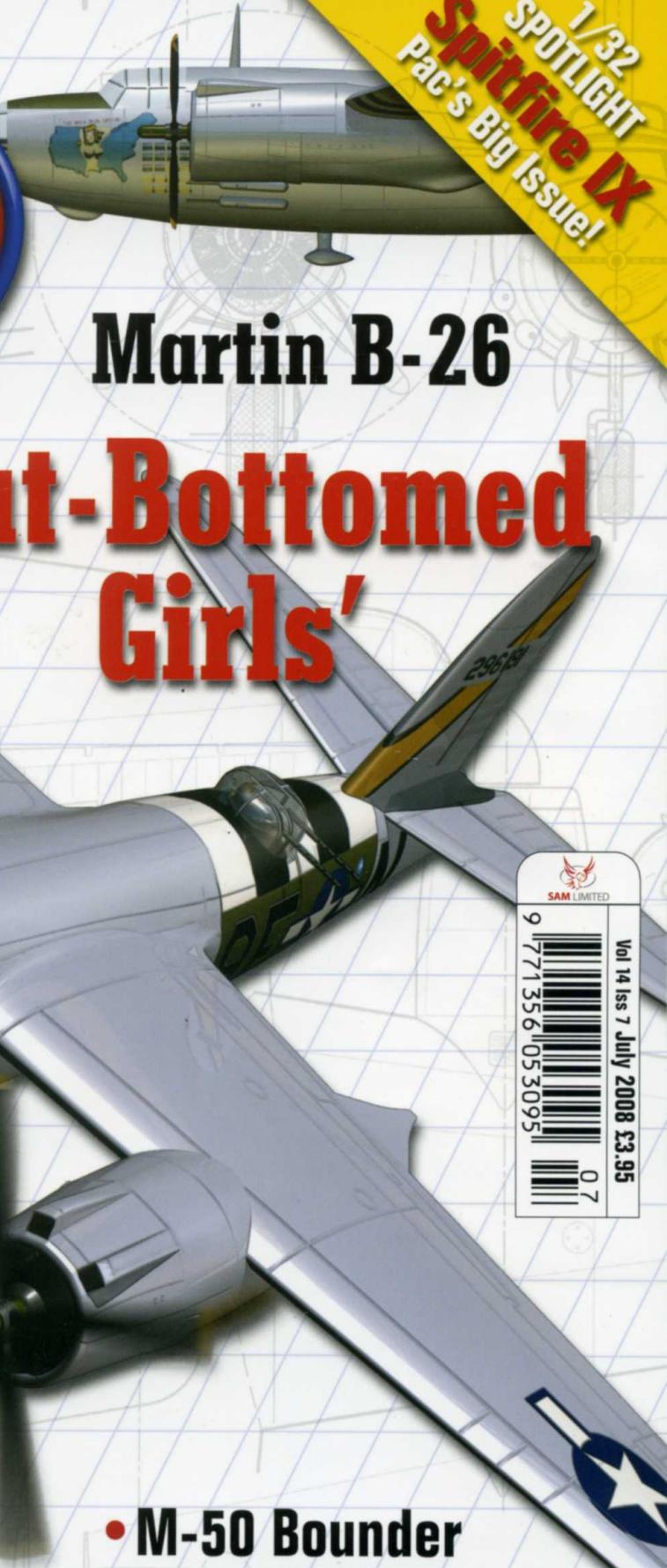


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in association with HobbyLink Japan

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courtesy of Bridlington and Wolds

Sauce for the North

An Editorial visit to the Northern Show

EDITORIAL

Having kicked off last issue with the Scottish Nationals, it may seem a little repetitious to continue this month in a similar vein, but as we have the US Region IV Convention occupying the Show Report spot in the body of the magazine, it seems logical to follow up last month's road trip to Perth with a sequel.

A splendid day out was had in South Shields! Attending in an unofficial capacity, and not flying the SAMI flag for this show, visitors were able to



The What If SIG invariably turn in an eye-catching display



That superbly built TSR.2 put in
another welcome appearance



1/48 Huckebein on the Cleveland
tables – presumably the Tamiya kit?

enjoy the fruits of the Editor's labours under the auspices of Harrogate Model Club, which is a loose organisation designed to provide a platform for attending shows, and has little in the way of a constitution, a meeting place, or even a membership. Fortunately SAMI's Mr. Colin Pickett was also able to attend, and supplemented the modest collection of microscopic Luftwaffe jets with some 1/72 Fleet Air

Arm types, which were universally admired by all passing modellers of discerning taste.

The show was excellent. Attendance was up on last year, and significant efforts had gone into many of the club displays, with some particularly impressive showings from both IPMS Cleveland and Washington – not to mention Tyneside of course. IPMS Washington are presenting their own



IPMS Bolton make Mr. Trevor Snowden's dreams come true



Also on the USAF SIG was this nicely finished Provider



580 Modellers put in an excellent display



Of course there are other splendid TSR.2 s as well!



HMC's next door neighbours at the show – Willie Smith's one-man Luft 46 collection – included some real jaw-droppers



Part of a very fine collection of 1/32 aircraft on the IPMS Cleveland tables



The USAF SIG comes up with the goods again



Maritime camo looking good on a Heinkel 111Z...



Plenty of opportunities for essential shopping!

show on July 6th, so make a note in your diary.

An interesting and varied array of traders was present, and the standard in the competition was high. HMC's Mr. Pickett won a bronze with his Hawker Sea Hawk (you should have entered the Seafire Colin!), but the pot-hunting Editor failed to score, despite cunningly entering a 1/144 Tornado in the hope of being the only one in his class. This underhand ruse was foiled by the inclusion of the smaller scale under the heading 'Aircraft. 1/72 and smaller.' Drat! Drat, and triple drat!

Called upon to judge both the SAM and Aeroclub trophies, your Editor further distinguished himself with the totally unpredictable award of the latter

Thanks again, then, to IPMS Tyneside for another great show, and in particular for playing host to the Harrogate Model Club, whose activities we may be obliged to extend in the not too distant future. Hope to see you all there next year. ■

Gary Hatcher
Editor, SAMI

to a Fairey Gannet, although it must be said this superb build was definitely a worthy candidate. As for the Best of Show award, in which he may have played a minor role, this went to a bust of Pirates Mary Read, and deservedly so as she was so well-painted that even the most prejudiced Gannet-lover could only concur in the decision.

Thanks again, then, to IPMS Tyneside for another great show, and in particular for playing host to the Harrogate Model Club, whose activities we may be obliged to extend in the not too distant future. Hope to see you all there next year. ■



Not often seen at shows, the Airfix Belvedere kit was based on a prototype. This nicely converted production machine on the Bridlington and Wolds table features replacement transparencies 'a la Ron.'

'The strongest link...'

HobbyLink JAPAN

are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.



Winner of the Aeroclub Trophy was this finely detailed Trumpeter Gannet in 1/72

The scale plans and colour profiles

HobbyLink
Japan

The solution to the Editor's 'colander' problem is simple," writes reader C.Hutton of Hoo. "By simply having ten categories of model on the go at any one time, I am able to range freely through my various interests, with only a tenth of the indecision and confusion each time I finish a project. Thus, my WW2 Luftwaffe collection contributes five categories – fighters, bombers, reconnaissance, transport and liaison and trainers. Added to this are Finnish aircraft in the Winter War, US Navy WW2 in three categories – fighters, bombers and scouts – and finally Swiss jets, which provide an outlet for my occasional hankering after jet aircraft, and is slowly building into a select and interesting little collection. My scale has been 1/48 for years, so this has never been a problem.

The advantage with this system is that not only do I not grow bored with the workbench – three major sessions of etch on one kit and the job still only half done! – but also, when paint or glue are drying, the temptation to mess things up by moving ahead too soon can be set aside, and one of the other nine categories taken out for an update. By this means my spares collection is also simplified, with relevant parts going into one of ten boxes, and consequently easier to locate when required."

Advised of this serendipity the Editor's response was 'Hoo? As in Hoo Junction? I almost became a train driver there once.' Many thanks to Mr. Hutton for his insight, and any similar idiosyncrasies will be received with interest.

On the News front we have been greeted this month with an enormous quantity of new arrivals and interesting developments, along with kit releases of a diversity ranging from a reissue of the old Airfix Fairey Battle to Alpha Flight's new 1/48 Sunderland and Eduard's Royal Bf 110.

Read all about it... ■

Heat Seeker

RODEN

Two kits due from Roden are revised toolings in 1/48 of the RAF S.E.5a, this time with Hispano Suiza engine (#602/£16.99), and the Grumman OV-1C Mohawk (#437/£23.99). Here's a little data:

At the prototype stage, the OV-1 Mohawk was intended to be multipurpose, and surveillance was one of the prime tasks for a machine of this category. The OV-1B, which was equipped with SLAR radar, would carry out the functions of radio electronic



reconnaissance. However, the US Army conceived a requirement for a reconnaissance plane able to conduct direct infra-red surveillance in the zone of operations. The OV-1 Mohawk was outstandingly suited to this role, therefore the decision was made not to build a new prototype, and instead the new equipment was installed in a production OV-1A.

The infra-red equipment consisted of the UAS-4 heat-sensitive sensor and a data transmitter mounted in special containers. A panoramic KA-60 camera was also mounted in the nose which

could scan a 180 degree sector in front of the plane. The Red Haze infra-red imaging equipment was very sensitive to all kinds of thermal signature on the ground, be they lights in camouflaged military camps, working vehicle engines, all kinds of armour and so forth. In the environment of dense vegetation which covered most of the territory of Vietnam, where the war had already begun, this feature of the OV-1C Mohawk (as the new variant was now officially known) appeared to be especially useful.

Options included are:

- Grumman OV-1C Mohawk, s/n 66-18887, 131st AVN Company, Vietnam, 1969
- Grumman OV-1C Mohawk, s/n 61-2691, 1st Infantry Division, Fou Loy, Vietnam, 1968
- Grumman OV-1C Mohawk, s/n 61-2724, 1st Infantry Division, Vietnam, 1967 ■

Essential Stores

TRUMPETER

Time for a Trumpeter list. These are coming now!

- 02261 1/32 Me 262A-1A Clear edition with optional clear fuselage and cowling £47.50
- 02265 1/32 P-47N Thunderbolt £59.99
- 02275 1/32 P-51D Mustang IV £45.00
- 02828 1/48 Douglas C-47A Skytrain £64.99
- 02829 1/48 Douglas DC-3 Dakota £TBC
- 02831 1/48 MiG-3 Late £12.99
- 02844 1/48 Sea Fury £24.99
- 01618 1/72 F-105G Thunderchief £15.99
- 01624 1/72 Sukhoi Su-15 Flagon A £15.99

Of course, knowing Trumpeter, any amount of new kits will wink into being without warning – those Lightnings in both 1/32 and 1/72 spring to mind – so while we are fairly sure all the above are either on the shelves, or in a container on their way to Pocketbond's warehouse, we cannot be absolutely certain of anything these days! ■



Flashes in the Pan

FONDERIE MINIATURES

Lurking somewhere in the 'future releases' list are these two:

- #6043 1/48 F-84F £TBC
- #6044 1/48 Republic RF-84F £TBC ■



Foxhound Inbound

ICM

ICM have announced the impending release of a new 1/72 MiG-31B Russian Heavy Interceptor Fighter (#72151/£9.99). ■



MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

June

Mr Jazbec, Slovenia – Book

Mr Rodmell, UK – Book

Mr Maire, France – Book

Entry to the monthly prize draw is FREE to all subscribers.

Special Airframes

CLASSIC AIRFRAME

Classic will be releasing a limited edition (500 pieces) of their upcoming Grumman J4F Widgeon kit with the IPMS logo on the box to commemorate the 2008 IPMS/USA Convention at Virginia Beach. The kit will sell for \$55.00 USD and the special edition will be available directly from Classic Airframes. Keep an eye on their website for more information. Also in the pipeline are the two boxings of the Heinkel He 51, an all-new tool that will come as a Luftwaffe machine (#4143/£TBC) or Legion Condor (#4149/£TBC).

Furthermore, a new business agreement has been reached between Jules Bringuer, President of Classic Airframes and Jiri Silhanek, Director of MPM Productions, which will result in several new kit releases in 1/48. A partial



list has been passed on, but it looks like more exciting news will be forthcoming in due course. So far mentioned:

- Fiat BR.20 – Joint Project, Classic Airframes/Special Hobby
- Bristol Beaufort – Joint Project, Classic Airframes Mk I and Mk IA/Special Hobby All other variants.
- Vultee Vengeance – Classic Airframes
- SOC-1 Seagull – Classic Airframes
- Fokker G.1 – Joint Project, Classic Airframes, early version/Special Hobby, late version

We are advised to stay tuned, and we most assuredly will! ■



Small But Perfectly Formed

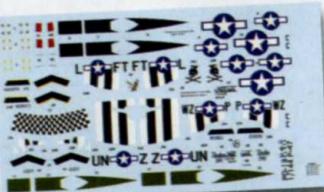
PLATZ

Had we mentioned that some highly desirable kits in 1/144 were being released by Platz? Latest little masterpiece is the P-47D Bubble top. The kit has all the usual fine detail, including a full engine with three different props; two Curtiss-Electric and a Hamilton Standard. The engineering of



the parts seems to suggest the possibility of a Razorback further down the line.

Two bombs are provided for the pylons, and a large centreline fuel tank is also included. The decals offer three unpainted machines, these being an aircraft of 354 FG, a checker nosed 78 FG machine and a P-47M from the 56 FG as flown by Hub Zemke. ■



At a Glance

NEW IN JULY

A massive broadside from the industry, with over eighty new arrivals in the list this month – and a look at the Previews section in this issue will confirm that a lot of new and reissued plastic has come among us. Of major interest has been the reissue by Revell of some more 'Classic' kits. 'Classic' is frequently a euphemism for 'outdated and of value to collectors' only,' so it is nice to see some kits of genuine interest among the current spate, notably the ex-Matchbox Heyford and Twin Otter, two kits you won't find easily from other sources. And then, of course, there are always the Czechs...



A Model	#02272	1/72 Ilyushin Il-22m	£107.70
A Model	#14411	1/144 Avro Lancaster B Mk I/III	£17.99
A Model	#14427	1/144 Avro Lancaster 10MR RCAF Rescue	£17.99
AB Models	#72045	1/72 Farman F 62 Goliath	£74.60
Academy	#12415	1/72 F-16CG/CJ Fighting Falcon	£14.99
Academy	#12417	1/72 IL-2 Stormovik	£9.99
Academy	#12418	1/72 Lockheed Martin KF-16C Korean Air Force	£14.99
Aerotech	#32006	1/32 Macchi M.39	£142.00



Airfix	#01031	1/72 Boulton Paul Defiant NF.1	£3.29
Airfix	#03068	1/72 FMA IA 58A Pucara	£6.99
Airfix	#04014	1/72 Dornier Do 17E/F	£9.99
Anigrand Craftwork	#4015	1/144 Boeing XB-15	£58.70
Anigrand Craftwork	#7279	1/72 McDonnell Blue Gemini	£23.10



AZ Models	#48018	1/48 Avia B.135 Ljastovica	£26.40
AZ Models	#72008	1/72 LET L-60 Brigadyr	£16.80
AZ Models	#72009	1/72 LET K-60 Brigadyr Military	£16.80
AZ Models	#72019	1/72 Gloster Gauntlet Mk I	£13.99
AZ Models	#72020	1/72 Gloster Gauntlet Mk II	£15.75
AZ Models	#72021	1/72 Gloster Gauntlet Munich Crisis	£15.75
AZ Models	#72022	1/72 Gloster Gauntlet in Finnish Service	£15.75
AZ Models	#72042	1/72 Hawker Hind	£15.75
AZ Models	#72053	1/72 Hawker Hind Mk I Silver Wings	£15.75
Best Choice	#1004	1/48 SAAB JAS-39 Gripen	£39.20
Bilek	#802	1/72 P-61 Black Widow	£14.99
Bilek	#916	1/72 Fairey Battle	£6.70
Bilek	#917	1/72 Westland Whirlwind Mk I	£4.99
Czech Master Kits	#20332	1/32 Heinkel He 176 pre WWII German rocket prototype	£41.40
CMR	#1176	1/72 Spitfire Tr.9 trainer version	£32.30
CMR	#1185	1/72 Arado Ar 66C	£27.35

continued...



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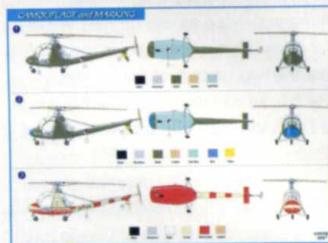
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HR Model #4827 1/48 Phönix C.I CSR 1922-26	£33.99	
Italeri #1117 1/72 Junkers Ju 188	£12.99	
Italeri #1167 1/72 Douglas AC-47 'Spooky'	£12.99	
Italeri #72618 1/48 Mirage F.1 CT/CR	£12.99	
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Karaya #72013 1/72 Supermarine Seamew (late)	£36.99	
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Kora #72105 1/72 Republic AT-12 Guardsman	£39.20	
Kora #72106 1/72 B6/Republic 2-PA Guardsman	£39.20	
Kora #72108 1/72 Anbo VIII	£39.20	
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Planet Models #20272 1/72 CANSA FC.20	£43.35	
Revell #000001 1/72 Westland Lysander	£5.50	
Revell #000002 1/72 Handley Page Heyford	£13.99	
Revell #000003 1/72 DH Twin Otter	£7.99	
Revell #000004 1/72 RAF PBY Catalina	£13.99	
Revell #000010 1/64 V-2 Rocket	£8.99	
Revell #04188 1/72 Fokker E.III	£2.99	
Revell #04582 1/48 Grumman F9F-5 Panther	£13.99	
Revell #04583 1/48 McDonnell Douglas F-4C/D Phantom II	£14.99	
Revell #06627 1/100 F-4 Phantom Easy Kit	£4.99	
Revell #06628 1/100 F-16 Fighting Falcon Easy Kit	£4.99	
Revell #06629 1/100 BAe Harrier Easy Kit	£4.99	
Revell #06631 1/100 AH-64 Apache Easy Kit	£4.99	
Roden #050 1/72 Zeppelin Staaken (Aviatek 52/17)	£49.99	
Roden #614 1/32 Albatros D.I	£34.99	
Roden #616 1/32 Nieuport 28c.1	£34.99	

continued...

Spray Time

AZ MODELS

AZ Legato have been very pro-active in support of their product of late, and we have just welcomed their Gloster Gauntlets and Hinds, as well as the superb little Let-60. Further



developments have been announced in 1/72, and these include the following:

- AZ7210 L-60B Agro
- AZ7215 L-60S Brigadier
- AZCZ1 HC-2 Heli Baby helicopter
- AZCZ2 HC-102 Heli Baby helicopter
- AZCZ3 L-13 Blanik Cz glider
- AZCZ4 L-13J/L 13 Blanik

Typically AZ are maximising their moulds, and the L-60B Agro is a particularly nice take on the Brigadier. More crop sprayers please! The prospect of an RAF ATC glider in the offing will no doubt please many as well. ■



Czech Next

CZECH MODEL

Now this is very interesting indeed! Due to be released 'Fall 2008' (this is, of course, a US press release) from Squadron's in-house brand Czech Model, is a 1/32 F-80C Shooting Star (#32002/US\$79.95). This will be a limited-run kit featuring injection-moulded airframe with fine engraved panel lines, 2-piece canopy and detailed cockpit. It will also include resin details, photo-etch parts and film instruments. Decals will cover three USAF aircraft:

- F-80C-10-LO 49-423, 8th Fighter Bomber Group, Wing Commander's aircraft, Lt Col Levi Chase, Suwon, Korea, March 1952



16th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing, Suwon, Korea, March 1951

- F-80C-10-LO 49-423, 8th Fighter Bomber Group, Wing Commander's aircraft, Lt Col Levi Chase, Suwon, Korea, March 1952

- F-80C-10-LO 49-765, Li'l Dottie, 80th Fighter Bomber Squadron, 8th Fighter Bomber Group, Lt Roy Marsh, Taegu, Korea, December 1950

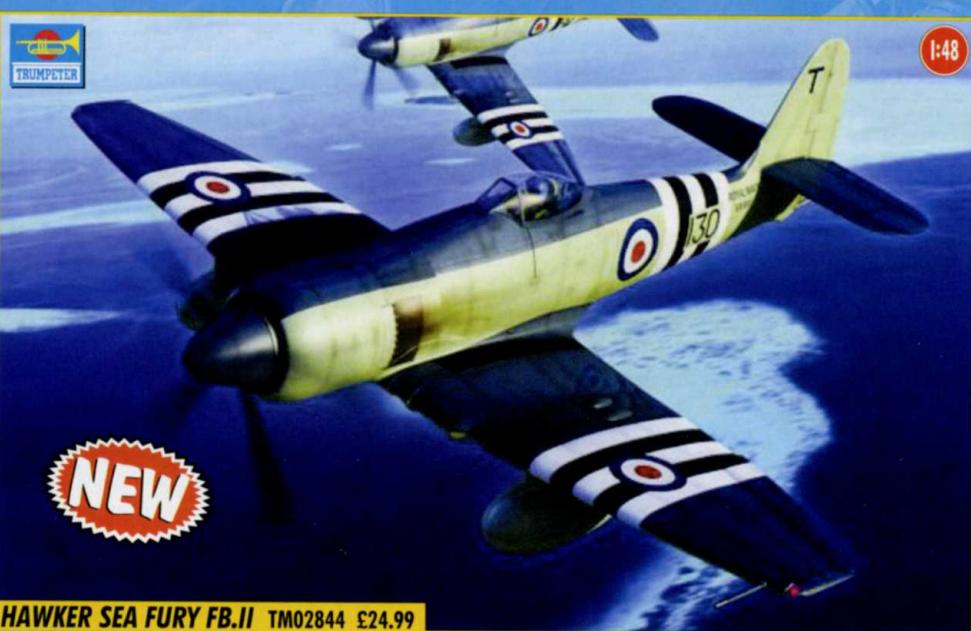
Bearing in mind Squadron have Eagle Strike and the True Details resin range to beef up the package, this should be a truly spectacular release. ■



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NEW IN JULY

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RS Models #92031 1/72 Dornier Do 17K. Late version	£27.40	
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RS Models #92041 1/72 Zlin-XII enclosed cockpit	£11.60	
RS Models #92042 1/72 Zlin-212 1	£11.62	
RVHP #2218 1/72 Embraer ERJ-145 MP Aeromexico	£112.99	
RVHP #2221 1/72 Embraer ERJ-145 MP Lagunair	£112.99	
RVHP #7176 1/72 Embraer C-99A	£112.99	
RVHP #7177 1/72 Embraer EMB-145	£112.99	



Special Hobby #32013 1/32 Brewster 339E Buffalo Mk I RAF	£31.99
Special Hobby #32023 1/32 H-75 Sussu over Finland	£38.99
Special Hobby #32031 1/32 X-15A-2 with ground dolly	£36.30
Special Hobby #72173 1/72 Hawker Sea Hawk FGA/Mk 101	£15.99
Special Hobby #72176 1/72 Douglas C-33/C-39	£31.99
Special Hobby #72177 1/72 IA-58A Pucara in foreign service	£14.85
Supermodel #10501 1/48 Fiat Cr.42 LW and AB 41 Autoblinda	£19.99
Trumpeter #02265 1/32 P-47N Thunderbolt	£59.99
Trumpeter #02844 1/48 Hawker Sea Fury FB.11	£24.99
Unimodel #425 1/48 Bf 109G-14	£14.99



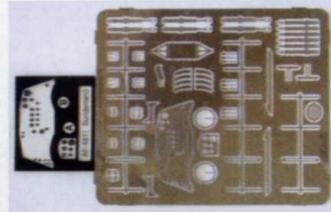
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Welsh Models #SL178P 1/144 Canadair CL-44J Aer Turas	£35.20
Welsh Models #SL178V 1/144 Canadair CL-44J Aer Turas	£33.20
Welsh Models #SL182V 1/144 Boeing 747/SP-44 South African Airways	£38.30
Welsh Models #SL186V 1/144 ATR-42 Pan-Am Express	£13.95
Welsh Models #SL192P 1/144 EMB-145LR	£21.25
Xtrakt #72003 1/72 de Havilland Sea Vixen FAW.2/D.3	£16.99

Flight of Fancy

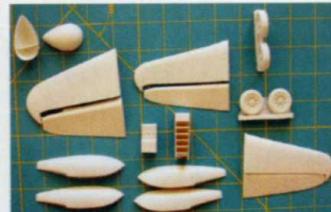
PACIFIC COAST

Not really PAC themselves, but as US importers they seem to be making all the noise about it! Made by Alpha Flight, the new 1/48 resin Sunderland needs to be seen to be believed – so here it is...

Needles to say it features some fairly large bits, although casting the wings in two halves, rather than as solid resin will save a lot of weight, and avoid



droop over the years! Four big bags of detail parts cover the interior with full cockpit, crew stations, dual floors, machine gun operator's compartment, detailed doors, ladders, and pretty much everything you could wish for. Beaching gear is included – always an asset for an aircraft with no wheels – and a photo-etch set is also provided that offers cockpit details, antennas and even

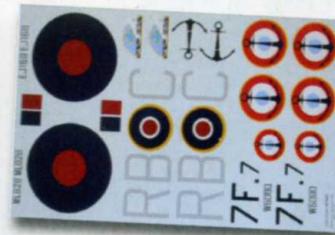


Latest Issues

HASEGAWA

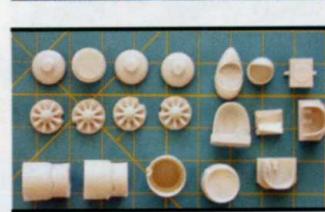
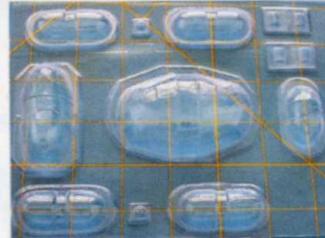
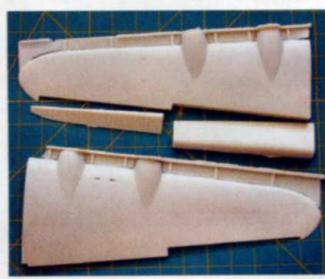
Hasegawa are currently busying themselves with some significant new kits – the Liberators are particularly fine, the new 1/32 Warhawk a winner, and you just know there will be something bubbling under for later in the year. In the meantime the ongoing programme of Limited Editions and revised issues continues with its usual aplomb. This month's models:

- 00900 1/72 Lancaster 'Rescue Unit'
- 08184 1/32 Messerschmitt Bf 109G-10 'Nacht Jager'
- 08111 1/48 F-16C Fighting Falcon 'Texas ANG 111FS 90th Anniversary'
- 08182 1/48 Focke Wulf Fw 190A-6 'Checker Nose'
- 08183 1/48 Mitsubishi A6M7 Zero Fighter Type 62
- 08184 1/48 F-14A Tomcat 'VF-213 Black Lions'
- 08185 1/48 AV-8B Harrier II Plus 'VMA-513 Flying Nightmares'
- 08186 1/48 F/A-18F Super Hornet 'VFA-154 Black Knights CAG' ■



gunsights for the machine guns. Transparencies are vacform, and you seem to get two of everything, just in case of accidents.

Decals cover two British and one French machine. It's an impressive kit of an impressive aircraft, and we hope to see one built up soon. ■



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Not Only Caproni

CHOROSZY

It's been another Choroszy month, and the company has been so busy of late that we are in danger of loosing track of what is new, and what has crept in unannounced and been sitting on the website for a while undetected! Look at



all those Capronis!

Just to make sure we've not overlooked anything, the following Series B kits in 1/72 are currently listed as 'New':

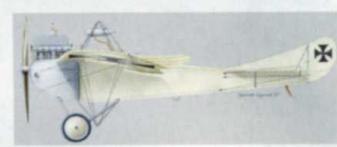
- B88 Rumpler Taube 3F
- B89 Rumpler Taube 4C
- B90 Experimental 7-Shi Reconnaissance Seaplane AB-6
- B91 Reconnaissance Seaplane E8A1 Aichi AB-7

- B92 Kawasaki Ki-32 'Mary'

- B93 Zeppelin Lindau CS.1

Also, in 1/48, the following are all new additions, and quite an eye-opener when seen in the context of Choroszy's catalogue:

- C4802TS-11 Iskra BR 200



- C4803TS-11 Iskra bis
- C4804TS-11 Iskra Prototype No 04
- C4805TS-11 Iskra bis D Indian AF

Choroszy continue to hold their place as one of the classic resin kit producers, and we always look forward to their new releases. ■

Black 13

ACCURATE MINIATURES

Two impending releases from Accurate Miniatures are the Focke-Wulf Fw 190A-8 'Josef 'Pips' Priller On D-Day' (#0402/£TBC) and the F-4C/D Phantom 2 'Col Robin Olds' (#0410/£TBC). The Fw 190 looks like it could be the Eduard tooling, and there is certainly a history of cooperation between the companies, so it is not impossible.

If you're looking for some bargains, then Accurate Miniatures have announced some cut prices on their eBay store. Due to limited quantities – i.e. not enough to



ship to wholesalers – of some discontinued kits, they have decided to sell them at a reduced price. No more of these kits will be made so it's worth taking a look at <http://stores.ebay.com/Accurate-Miniatures> ■

Green Light

AIRFIX

Visitors pausing to admire that amazing 9 Sqn TSR.2 on the SIG stand at the Northern Show will have been pleased to note a series of illustrations on display showing parts for the impending 1/48 release from Airfix (#10105/£27.99). Just in case anyone was still in any doubt that the kit was actually going to



happen, plenty of online sources are advertising the kit now, inviting potential customers to pre-order. ■

Big Predictions

VALOM

Updates from Valom suggest those nice looking Fokkers are on the way soon. Latest predictions are as follows:

- #72046 Fokker F.VIIb Josephine Ford due June 2008
- #72021 Martin B-26B Marauder (early version) due September 2008
- #72022 Bell YFM-1A Airacuda due September 2008
- #72030 Bristol Brigand B Mk I due June 2008
- #72031 Bristol Buckmaster due June 2008
- #72032 Bristol Buckingham due June 2008
- #72033 Handley Page Hampden B Mk I due June 2008
- #72034 AW Albemarle B Mk I due June 2008
- #72035 Handley Page Hereford due June 2008
- #72037 Fokker F.VIIb/3m due September 2008



- #72038 Avia F.VIIb due September 2008
- #72039 Avro 618 due September 2008
- #72040 Yak-7B (late version) due September 2008 ■

Recent Resin

CMR

If you are enjoying the new RS Models Arado Ar 65, then what better to accompany it than a CMR Ar 66! New arrivals in resin to 1/72 from this source are the Spitfire TR Mk 9 trainer version

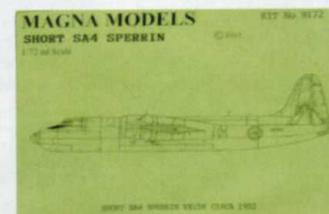


#176/£32.30) and the Arado Ar 66C (#185/£27.35). Other recent new arrivals have been the Spitfire Mk IXe/Mk XVIe 'Foreign users' (#177/£32.30) and the all-new kit of the Boeing Model 40B-4 (#182/£35.50). ■

Short and Sweet

MAGNA

Next up in the enormous resin 1/72 kit range from Magna is the Short SA4 Sperrin (#7291/£89.99). Get one on order before Mike McEvoy buys them all for his What If fantasy V-bomber Schwarm. ■



All Good Gifts Around Us

EDUARD

Ladies and gentlemen. Pray be upstanding for Eduard's Royal Class Bf 110 (#0005/£94.99). This kit is in the style of the Fw 190A-8 Royal Class edition, with two complete kits in the box, and a rich assortment of accessories and special bonuses.

The most important change is the optional 'long' fuselage for the Bf 110D and some Bf 110Es, and another additional frame provides the optional engine nacelles for the Bf 110E Trop with the large bottom cowl oil coolers, while an important new addition is the FuG 202 Lichtenstein BC radar aerial, which comprises plastic and photo-etched parts. With respect to the accessories, this boxing includes nine photo-etched sets and three resin parts. The photo-etched sets contain the usual mix of additional details, and the resin parts cover the dust filters as seen on many aircraft flown on the Eastern front.

The instruction sheet contains 38 pages, including 12 pages of painting and marking options, with another eight pages for the etch. Decals represent a mix of all three main versions, the C,D and E, with many alternatives, such as night fighters and aircraft with the famous *Dackelbauch*, the large underbelly fuel tank.

There are also two special bonuses in the box. The Iron Cross replica follows the Royal Class tradition, and adds a new piece to the collection of WW I and WW II awards and badges. It is, as usual, a full metal piece. One major innovation is the decision to include a 1/4 scale kit of the Bf 110 instrument panel. The kit is detailed to a very high standard, with a plastic base and instrument frames, and the faces of the instruments represented by coloured stickers. The instrument needles are colour photo-etch, as well as the placards and instruction tabs and other



details on the panel surface. It's not a difficult build, but all parts are pre-coloured, making painting unnecessary - just gluing the parts together. The edition is limited to 2,100 pieces.

Moving on, July will see more Hellcats. The next edition slated for release is the British Hellcat Mk I/Mk II.



This will be the Dual Combo kit, with parts for the Hellcat Mk I (F6F-3) and the Hellcat Mk II (F6F-5). The marking options encompass six aircraft, with the decals being printed by Cartograph to their usual high standard. There are four sheets of photo-etch, two for each version.

August will see two important releases. The first one will be the Fokker Dr.I in a standard orange boxing, offering six marking options for the two complete kits contained in the Dual Combo kit. August will also see another new 1/48 Fw 190 kit, the Fw 190F-8. You can expect another, slightly refined Focke-Wulf, this time including two large sprues with new wings, and a rich assortment of stores, including various bombs, weapon containers, rockets such

as *Panzerschreck* and *Panzerblitz*, and fuel tanks.

September will bring another Royal Class kit, this time the Hellcat. This release will not feature a replica medal as the main bonus, but will contain instead additional resin accessories in

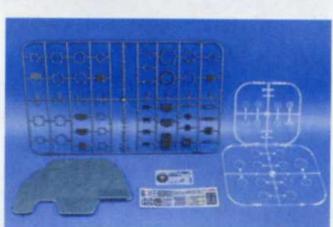
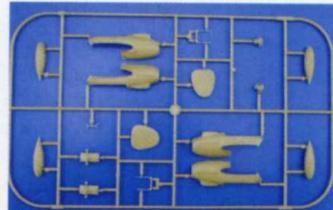


the shape of engines and wheels, supplied by Quickboost. The Fw 190D should be out next year. Eduard say the basic design for the Fw 190D-9 will be officially completed on Monday, June 2nd. They finally decided to make the ceiling of the wheel bay open, so the inside of the fuselage will be fully detailed. It makes the kit more complex than they originally wanted, but they believe it will be worth the extra effort.

Eduard say that feedback has generally indicated a preference towards the more detailed and complete kits, as opposed to the simplified ones. Certainly the

Bf 110G-4 will not be well received by the 'easy kit' lovers! It has twice the parts of the Bf 110E! The issue will include some optional parts, like the radar aerials, an optional nose and underbelly weapon sets, as well as an improved cockpit interior. This will not be a weekend project!

The MiG-21 is also close to final design acceptance. The first release, which will probably be the MiG-21bis, is expected late in 2009, the Fw 190D-9 early next year, and the Bf 110G-4 somewhere in the middle. So, 2009 will be an interesting year from Eduard – and we haven't even mentioned the 1/32 Bf 109E, the first of which is expected



in late 2008 or very early 2009.

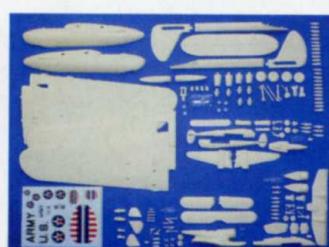
On a more imminent note, Eduard have announced their 8th annual E-DAY event. The exhibition will take place in the basement of the shopping centre Galleria Butovice, street Radlická, Praha 5, from 20th to 21st of September 2008. Along with this exhibition you can visit the huge shopping complex, with 130 shops, hypermarket, stylish cafes, restaurants and bowling – so bring your family, bring your friends, bring a wallet full of cash and avail yourself of some amazing bargains, as well as the magnificent food and culture of the Czech capital. The Editor foolishly kept the wrong weekend free, so is unable to attend and is, consequently, hopping mad. Particularly so, as there were some tram lines out to the north east of the city that he didn't manage to ride over last year – sad track-basher that he is! ■

Out for a Duck

ANIGRAND

This month's Anigrand miscellany kicks off with that controversial Martin XB-16 (#4016/US\$88), which is the company's latest release in 1/144. Following the now-standard pattern for the 1/144 series, the kit has a clear resin canopy, decals, and is accompanied by three pre-war US aircraft designs as bonus kits, one of which looks suspiciously like a Grumman Duck. A Duck, in 1/144? Anybody wanting a used right arm, slightly weedy but devoid of tattoos, should send one of these rare artefacts to the Editor and he will probably offer a leg as well. A 1/144 Duck! That we should have lived to see such a day!

But we digress. Back to the XB-16. In Anigrand's words:



'In 1933, the U.S. Material Division at Wright field began a study for a modern bomber that would be able to carry 2,500lb bomb load over 5,000 miles at 200mph. This specification was then submitted to the War Department as 'Project-A' and received tentative approval. In 1934, the USAAC began contract negotiations with Boeing and Martin. The specifications called for a long range bomber capable of

destruction by bombs of distant land or naval targets, and the ability to reinforce Hawaii, Panama and Alaska without the use of intermediate servicing facilities. Martin submitted Model 145 and were invited to build a XB-16 prototype. The aircraft was similar in size to the Boeing XB-15, but was to use four Allison liquid-cooled engines instead of air-cooled radial engines that were normally used on bombers in the 1930s. In order to increase the range and bomb load, Martin revised the XB-16 design making it much bigger, the wing span was increased to 173 feet, and six engines were used, four on the leading edge and two on the trailing edge. The XB-16 was considered too large and expensive, and the project was cancelled before anything could be

built.'

The first three of Anigrand's new items from their Space Frontier Selection, the NPO Energia launcher, Molniya Buran orbiter, and Molniya Buran OK-GLI have just been released in 1/144. The Buran-Energia project was created at the beginning of the 1970s to counter the American space shuttle. Although very similar in its appearance to the American design, the Buran had a higher orbital and deorbital carrying capacity, it was equipped with a more powerful heat shield, and could fly in automatic mode without any pilot on board, from take-off to landing.

Please send all unwanted Ducks to the Editorial address, gift-wrapped with pink ribbon, in time for Christmas. ■

HobbyLink Reports

SHIZUOKA

HobbyLink Japan have passed on some data on forthcoming aviation releases, as seen at the Shizuoka Hobby Show this year. Fine Molds have three version of the Yokosuka D4Y3 Suisei (Judy) due out in 1/48, with some very nice metal parts included. Kits cover the Type 33, the Type 12 Night Fighter, and the Type 43.



The next Zero from Sweet in 1/144 is the clip-winged A6M3 Model 32 'Hamp,' and this comes in the usual double boxing with a local price of 1,000 yen (you do the sums).

Tamiya had a couple of interesting items – apart from the all new Panzer II A-C, which you won't want to read about here – including the latest edition of the 1/48 F-16, with some new parts

added to make a Thunderbirds aircraft. Slated for a June release, this kit includes the jet exhaust with T-Birds smoke discharge nozzle attached. Sprues include tinted and untinted canopies, plus a seated pilot figure.

Tamiya's 1/48 Mitsubishi A6M5/5a (Model 52/52 Kou) Zero Fighter revisits a perennial favourite with their stunning all-new kit. This is due in July with a price of 3,200 yen.

Also present, of course, were



Hasegawa, with their B-24J and new P-40E on show. ■



Spit Out

SPECIAL HOBBY

Because of delays in preparing the master, the anticipated 1/48 Avia B-33/II-10 will probably not be available before September. That's a Czech version of the late war *Stormovik* development, by all accounts. The Spitfire Vc (#48051/£TBC), on the other hand, will be available in its first incarnation, a Malta defender, in July.

Before that, in June, we can welcome another P-40 variant to sit with the new trumpeter kit, this being the P-40F Warhawk 'Short Tail' (#72155/£TBC), followed shortly, also in 1/72, by the



D-558-2 (#72163/£TBC).

Further releases in July should see some more Finnish marked aircraft, including the 1/32 Buffalo, and the Fiat G-50, which probably looks at its very best in these markings. ■

Which Whirlwind

BILEK

Three new arrivals from Bilek are now available in the UK, and may be familiar to some of us. The P-61 Black Widow (#802/£14.99), is a reissue of the Dragon kit, while the Fairey Battle (#916/£6.70) and the Westland



Whirlwind (#917/£4.99) are – unsurprisingly – Airfix tools. ■



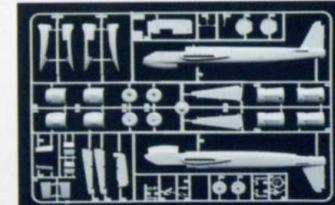
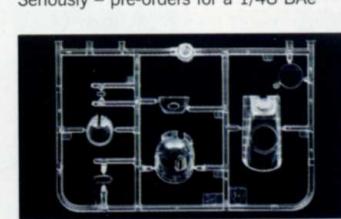
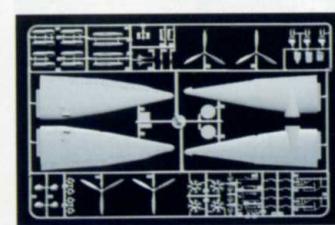
Which Hawk?

ITALERI

Recent limited edition reissues from Italeri have seen the Douglas AC-47 Spooky (#1167/£12.99) and the Junkers Ju 188 Rache (#1117/£12.99). Much gnashing of teeth has greeted the non-appearance of the promised 1/48 Merlin helicopter, but in the meantime this highly desirable



object seems to have been turned into a 1/48 BAe Hawk by a passing good fairy. Seriously – pre-orders for a 1/48 BAe



Hawk T Mk 1 (#2669/£19.99) are now being taken by dealers, and we would

give the Privy Purse to know what's in the box... ■

Here are two more to watch out for:

- #1279 1/72 RQ-1B Predator £9.99
- #1801 1/144 ATR 42 £TBC

The Predator is, presumably, the same tool Accurate Miniatures are releasing, but the way everyone shares kits and moulds these days it's hard to be certain about anything! ■



**Spitfire Mk IXc**

Scale: 1/32 Kit No: 32005
Price: £39.95 Decal Options: 6
Type: Injection Moulded Plastic
Status: New Tooling
Parts: Plastic 52, Clear 9, Resin 21,
Etched Brass 42
Manufacturer: Pacific Coast Models
UK Importer: Cammell Ltd



FIRST LOOK

Big Pacific**The new large-scale Spitfire in close-up****PACIFIC COAST 1/32**

BY DAVID FRANCIS

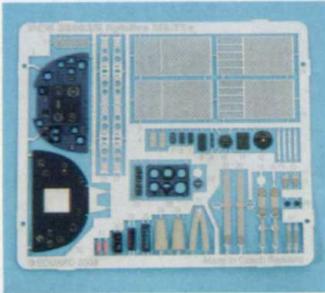
I sympathise with any manufacturer who releases a new tool Spitfire or Bf 109 as before the kit even gets to the model shops' shelves there are criticisms that the wing is too short or the curves are all wrong. Now I am no Spitfire expert and all I can say about this kit is that it certainly looks like a Spitfire and the parts match the plans in the SAM Datafile, but who says the plans are right! What I can say is that in 1/32 the only Spitfire that was any good is the 30 year old Hasegawa Mark V, and this release is light years ahead of that, being a true multi-media kit.

The plastic parts in this model are produced by Sword and feature fine recessed detail in this company's normal high gloss plastic and contain a number of extra parts not appropriate to this version including clipped wings, pointed tail and different cannon bulges for an E wing.

The resin parts are finely cast and show a very good level of detail, and once again we have alternative parts, this time two types of wheel hubs and

exhaust pipes. Etched brass is provided by Eduard and includes some of their essential pre-painted seat belts and instrument panel. But the highlight for me was the decal sheet produced by Cartograf with no fewer than six options plus full stencil detail. There are three RAF options, two in European schemes with D Day stripes and one in a desert scheme. The other three schemes are for the USAAF, Russia and a post-war Italian Air Force example.

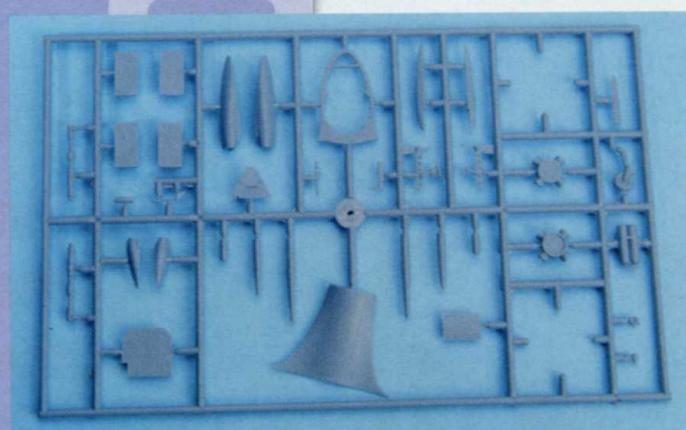
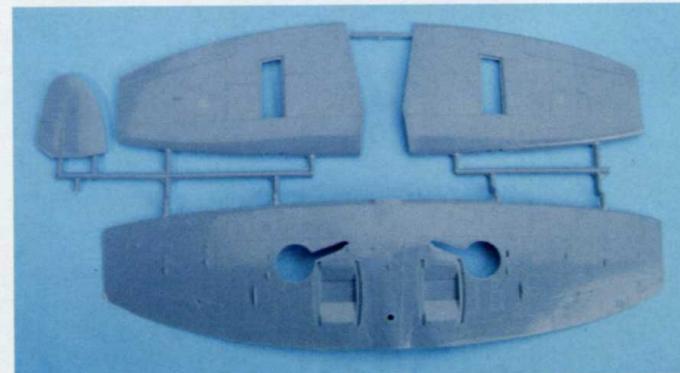
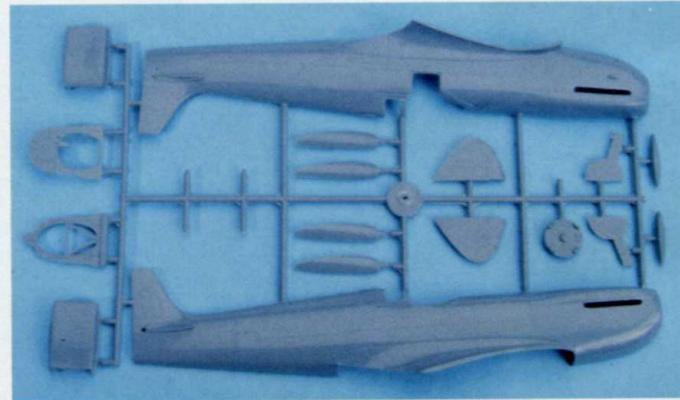
This kit looks like it will turn into a stunning model and the quality of the parts should make for an easy build. But just to make sure, this kit has already been passed to one of the review team so a full build can appear



in a future issue.

Even better news for UK modellers is that the whole Pacific Coast range is now being imported by Cammell Limited and you can visit their website at www.cammell.co.uk for all the latest news.

SAM



PREVIEWS

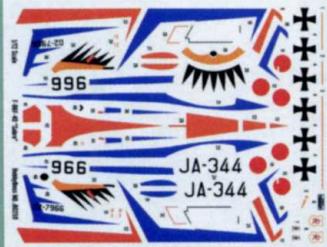
JULY 2008

Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



A-7E Corsair II

Scale: 1/72 Kit No: 87204
Price: £11.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 182, Clear 6
Manufacturer: HobbyBoss
UK Importer: Creative Models
US Importer: Squadron



1/48 scale
AVIA B-534 Serie III
Weekend Edition
Scale: 1/48 Kit No: 8474
Price: £7.50 Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 78, Clear 1 Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron



Hawker Hind Mk I 'Silver Wings'

Scale: 1/72 Kit No: 7253
Price: £15.75 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 30, Resin 3, Etched 39
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron

These Hinds, together with the Gauntlets, make a considerable inroad into the barren wastes of British inter-war aviation – surely one of the last unplumbed depths for injection moulded kit manufacturers. These superbly detailed kits do more than fill a gap – they blaze a trail!



Gloster Gauntlet Mk I

Scale: 1/72 Kit No: 7219
Price: £13.99 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 31, Resin 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron

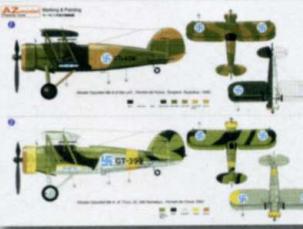


Three beautiful decal options, etched details, a printed film windscreens and resin wheels complete the kits, and each issue has an extra set of fuselage parts and what appears to be components for a radial-engine cowling. My learned colleague Mr. Neil Pinchbeck informs me that three Hinds were constructed for Latvia with a Bristol Mercury engine in a short-chord cowl, and that furthermore a single machine went to Yugoslavia with an uncoupled Gnome Rhone Mistral. Presumably we can look forward to at the very least the Latvian option, and those hungry for the Yugoslavian machine to complete their line-up will now have a headstart!



Gloster Gauntlet Mk II in Finnish Service

Scale: 1/72 Kit No: 7222
Price: £15.75 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 31, Resin 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron



country's leading dealers in kits and accessories, Hannants' latest Xtrakit release has taken everything into account for the modeller and provided us – at last – with a magnificent replica in 1/72 of one of the most attractive aircraft designs ever. Superbly engineered and designed, this is one of the most welcome releases for a long time, and joins an ever-growing stable of classic British designs from this source.

The kit includes resin detail parts, including seats with moulded harness detail, and a set of Kabuki masks, including some parts which are designed to assist with the painting of the D.3. Options are for a FAW.2, or a colourful D.3 drone, but the recent Xtradecal release will allow almost any



De Havilland Sea Vixen FAW.2/D.3

Scale: 1/72 Kit No: 72003
Price: £16.99 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 67, Clear 5, Resin 1
Manufacturer: Xtrakit UK Importer: Hannants

As one might be entitled to expect from a kit manufactured by one of the



German A4 (V-2) Missile, Trailer & Launching Pad

Scale: 1/69 Kit No: 00010
Price: £8.99 Decal Options: N/A
Panel Lines: Raised Status: Reissue
Type: Injected Moulded Plastic
Parts: Plastic 147 Manufacturer: Revell
UK Importer: Revell UK
US Importer: Revell-Monogram



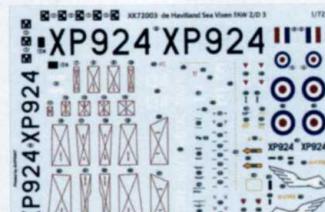
Douglas C-33/C-39

Scale: 1/72 Kit No: 72176
Price: £31.99 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 73, Clear 21, Resin 1, Etched 5
Manufacturer: Special Hobby
UK Importer: Hannants US Importer: Squadron



Sea Vixen to be built, and is recommended, along with half a dozen of these kits to fulfil all your Sea Vixen requirements.

If you have tried to update the old FROG kit ever, you will appreciate how user-friendly this release is. If you haven't – well, now you won't need to! Look out for a glut of old Sea Vixens on Internet auction sites in the near future...





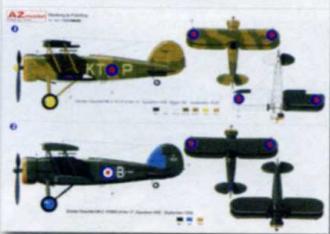
Arado Ar 65 Luftpolizei

Scale: 1/72 Kit No: 92040
Price: £14.50 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 26, Clear 1, Resin 4, Etched 15
Manufacturer: RS UK Importer: Hannants



Gloster Gauntlet Mk II Munich Crisis

Scale: 1/72 Kit No: 72211
Price: £15.75 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 31, Resin 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron



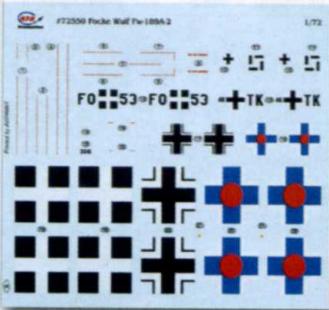
Scale: 1/72 Kit No: LN72-LE01
Price: £TBC Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 30 Vacform Clear 1
Manufacturer: Gremlin Models

Norwegian decal manufacturers Lima November have released this intriguing little kit in connection with Gremlin, and it is available as a limited edition from their website at www.lndecals.com As you might



Focke Wulf Fw 189

Scale: 1/72 Kit No: 72550
Price: £14.25 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 90, Clear 12, Resin 2, Etched 29
Manufacturer: PMP UK Importer: Hannants
US Importer: Squadron



Hawker Hind Mk I 'In Camouflage'

Scale: 1/72 Kit No: 7242
Price: £15.75 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 30, Resin 3, Etched 39
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron



DFS 468

Scale: 1/72 Kit No: 72112
Price: £19.00 Decal Options:
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 9, Vacform Clear 1
Manufacturer: Bird Models

This kit, and a good selection of other Luft 46 subjects is available only from the manufacturer via email at rudolf_vogel@gmx.net. As there is no UK or US importer, this is the only source for these products, but paypal

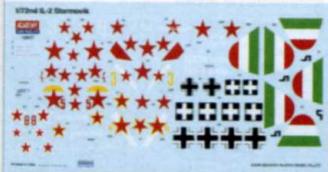
is accepted, and the dealer will post worldwide so if you want a Ju 290 Zwillig conversion, then come and have a look!

There must surely be many such producers of interesting and unique kits trading in this fashion slipping under the radar of the modelling press. Bird Models, and proprietor Rudolf Vogel, have fortunately seen fit to send us a sample of their wares, so we are able to write about it, and SAM would remind manufacturers that all product received will be given an airing, so please continue to send items for the Editor's attention. If you have any queries about how and to what extent samples will be covered then please drop us a line, and we'll be happy to fill you in.



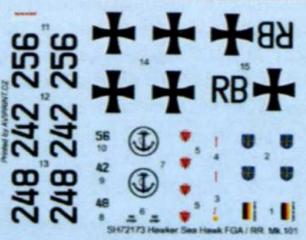
IL-2 Stormovik

Scale: 1/72 Kit No: 12417
Price: £9.99 Decal Options: 11
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 100, Clear 7
Manufacturer: Academy UK Importer: Toyway
US Importer: Model Rectifier Corporation



Sea Hawk 101

Scale: 1/72 Kit No: 72173
Price: £15.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 28, Clear 1, Resin 12, Etched 11
Manufacturer: Special Hobby
UK Importer: Hannants US Importer: Squadron



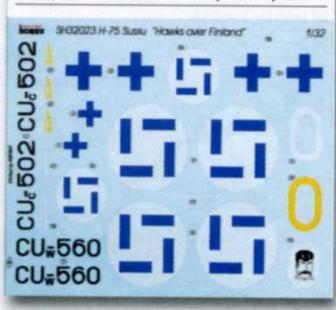
Commonwealth Boomerang

Scale: 1/48 Kit No: 48074
Price: £23.15 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 126, Clear 12, Resin 11, Etched 86
Manufacturer: Special Hobby
UK Importer: Hannants US Importer: Squadron

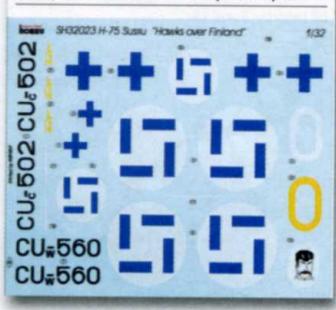


expect, from a decal manufacturer showcasing their product, the decals are excellent. The kit itself is nicely cast in resin, and with a little clean up the detail looks good. The upper fuselage is a vacform transparency, and masks are provided for the windows, so a decent result should be obtainable with less than the usual sanding, filling and crossing of fingers.

A nice package, and one we hope will be repeated often for the benefit of those fans of civil aviation looking for a larger scale.



Scale: 1/32 Kit No: 32023
Price: £38.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 126, Clear 12, Resin 11, Etched 86
Manufacturer: Special Hobby
UK Importer: Hannants US Importer: Squadron





Kawasaki Ki-45 Kai Toryu (Nick)

Scale: 1/48 Kit No: 19195
 Price: £26.99 Decal Options: 2
 Panel Lines: Recessed Status: Re-issue
 Type: Injection Moulded Plastic
 Parts: Plastic 100, Clear 20
 Manufacturer: Hasegawa
 UK Importer: Creative Models/Amerang
 US Importer: Stevens International



Curtis P-40B/C Warhawk

Scale: 1/72 Kit No: 01632
 Price: £7.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 34, Clear 4
 Manufacturer: Trumpeter UK Importer: Pocketbond
 Sample supplied by HobbyLink Japan



Let K-60 'Brigadyr' Military Version

Scale: 1/72 Kit No: 7209
 Price: £16.80 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 25, Clear 1, Resin 4, Etched 17
 Manufacturer: AZ Models
 UK Importer: Hannants US Importer: Squadron



F-16 Fighting Falcon Easykit

Scale: 1/100 Kit No: 06628
 Price: £4.99 Decal Options: N/A
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 21, Clear 1
 Manufacturer: Revell UK Importer: Revell UK
 US Importer: Revell-Monogram



Harrier GR.7 Easykit

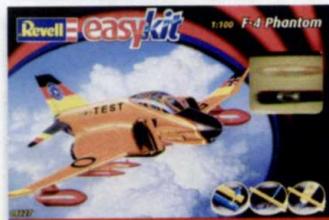
Scale: 1/100 Kit No: 06628
 Price: £4.99 Decal Options: N/A
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 34, Clear 1
 Manufacturer: Revell
 UK Importer: Revell UK
 US Importer: Revell-Monogram

Modellers keen to inspire their offspring take note! If your apprentice is still too young to tackle one of the HobbyBoss kits, get them started on one of these snap-together pre-painted jobs. At 1/100 they are big enough to be manageable, and the finishes chosen for this latest batch are all fairly inspired. Glue not required, but could be used sparingly to add strength. Well worth a punt.



Let L-60 'Brigadyr'

Scale: 1/72 Kit No: 7208
 Price: £16.80 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 25, Clear 1, Resin 4, Etched 17
 Manufacturer: AZ Models
 UK Importer: Hannants US Importer: Squadron



F-4 Phantom Easykit

Scale: 1/100 Kit No: 06627
 Price: £4.99 Decal Options: N/A
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 28, Clear 1 Manufacturer: Revell
 UK Importer: Revell UK
 US Importer: Revell-Monogram



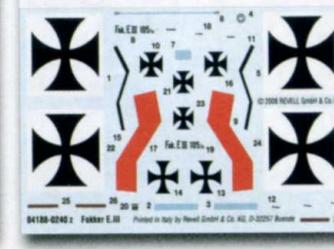
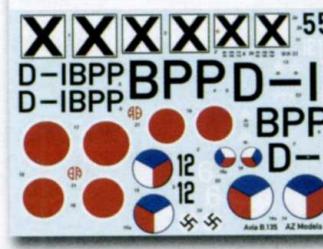
Avia B-135 Ljastovica

Scale: 1/48 Kit No: 4818
 Price: £26.40 Decal Options: 4
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 18, Vactform Clear 2, Etched 21, Resin 18
 Manufacturer: AZ Models
 UK Importer: Hannants US Importer: Squadron



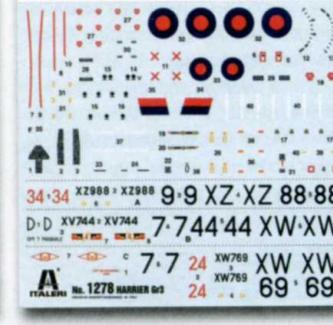
Fokker E.III

Scale: 1/72 Kit No: 04188
 Price: £2.99 Decal Options: 1
 Panel Lines: Raised Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 24 Manufacturer: Revell
 UK Importer: Revell UK
 US Importer: Revell-Monogram



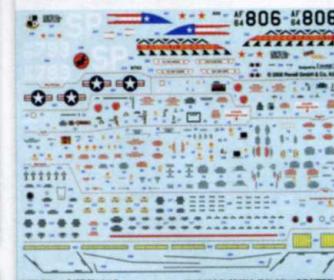
Harrier GR.3 'Falklands'

Scale: 1/72 Kit No: 1278
 Price: £8.50 Decal Options: 2
 Panel Lines: Raised Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 76, Clear 2
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation



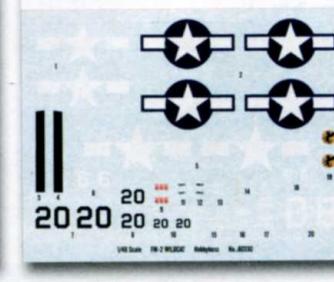
McDonnell-Douglas F-4C/D Phantom II

Scale: 1/48 Kit No: 04583
 Price: £14.99 Decal Options: 2
 Panel Lines: Raised
 Type: Injection Moulded plastic
 Parts: Plastic 90, Clear 4 Manufacturer: Revell
 UK Importer: Revell UK
 US Importer: Revell-Monogram



FM-2 Wildcat

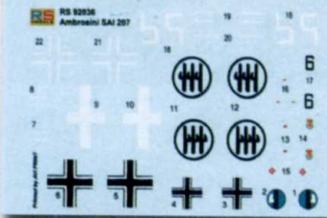
Scale: 1/48 Kit No: 80330
 Price: £10.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 73, Clear 7
 Manufacturer: HobbyBoss
 UK Importer: Creative Models
 US Importer: Squadron





Ambrosini SAI 207

Scale: 1/72 Kit No: 92036
Price: £14.50 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 32, Clear 1, Etched 12
Manufacturer: RS UK Importer: Hannants



Gloster Gauntlet Mk. II

Scale: 1/72 Kit No: 7220
Price: £15.75 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 31, Resin 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants US Importer: Squadron



Der Rote Flieger Von Richthofen Brothers Boxed Set

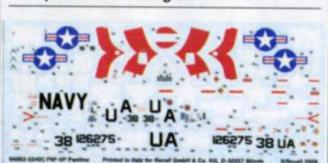
Fokker Dr.I and Albatros D.V
Scale: 1/48 Kit No: 1136
Price: £38.50 Decal Options: 10
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Dr.I – Plastic 76, Etched 43
Albatros – Plastic 51, Etched 68
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron

Another full and frank package from Eduard, that not only tells the full story



Grumman F9F-5P Panther (Recon)

Scale: 1/48 Kit No: 04582
Price: £13.99 Decal Options: 2
Panel Lines: Raised Status: Revised Tooling
Type: Injection Moulded plastic
Parts: Plastic 59, Clear 5
Manufacturer: Revell UK Importer: Revell UK
US Importer: Revell-Monogram



B-24J Liberator

Scale: 1/72 Kit No: 01559
Price: £36.99 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 190, Clear 29
Manufacturer: Hasegawa
UK Importer: Creative Models/Amerang
US Importer: Stevens International



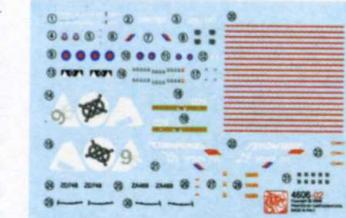
Tornado GR.4 25th Anniversary

Scale: 1/144 Kit No: 4606
Price: £7.65 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 79, Clear 1 Manufacturer: Dragon
UK Importer: The Hobby Company
US Importer: Dragon USA

This is an important kit – at least to some of us – as it finally presents an RAF Tornado variant with weapons to hang under its wings. The actual kits themselves are the older tooling with the previously discussed badly moulded crew figures that turn what should be a

straightforward construction into a scratch building chore. Fortunately the newly tooled weapons sprues, and the decals, make up for this, and the two Sky Shadow pods and the Storm Shadow cruise missile are well worth getting your hands on. GBU-12 and GBU-10 Paveways are included, as are some very nicely tooled Sidewinders, which will not look over scale, if you can get the delicate things off the sprue in one piece!

The colour on the decals is way off the mark, but as Xtradecal's scaled down sheet is ready and waiting, all you need to do now is to start building!



AH-64 Apache Easykit

Scale: 1/100 Kit No: 06631
Price: £4.99 Decal Options: N/A
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded plastic
Parts: Plastic 26, Clear 1 Manufacturer: Revell
UK Importer: Revell UK
US Importer: Revell-Monogram



Nieuport 28c1

Scale: 1/32 Kit No: 614
Price: £34.99 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 52 Manufacturer: Roden
UK Importer: Pocketbond US Importer: Squadron

This is one of two new kits from Roden passed on by US importers Squadron. Detail is excellent throughout, and a thorough build can be achieved from the box thanks to the quality of the parts and the fine engineering. Windscreens are provided printed on transparent film, and the quality of the decals is extremely high.



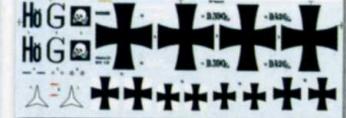
F-86F-40 Sabre

Scale: 1/72 Kit No: 80259
Price: £3.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 30, Clear 1 Manufacturer: HobbyBoss
UK Importer: Creative Models
US Importer: Squadron



Albatros D.I

Scale: 1/32 Kit No: 614
Price: £34.99 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 92 Manufacturer: Roden
UK Importer: Pocketbond US Importer: Squadron



SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Sopwith Triplane

REVELL

1/72

BY DAVE HOOPER

Of all the current Revell WW1 reissues the Sopwith Triplane has to be one of the most eagerly awaited and welcome re-releases, mainly because it is the only mainstream 1/72 Tripehound available. Unfortunately time has not been kind to these moulds and the sprues are generally in a poorer condition than most of Revell's other recent releases. In some areas the wear of the moulds has resulted in an improvement; for instance fuselage rib detail which was originally overstated is now reasonably acceptable. On the other hand once reasonably sharp detail on areas like the rotary engine and Vickers machine gun are now simply messy. As is common with the older Revell kits each of the wing pieces have recessed injection moulding points and there is a general abundance of flash throughout the sprues. It must also be noted that many of the parts, such as the fuselage and propeller, are noticeably thinner than on previous releases. Two tailplanes are supplied but the larger of the two (as used on early triplanes such as N500) is not required for this reissue.

Construction

I began by fabricating some simple cockpit detail, as I was unimpressed with the pilot figure. As a result of the previously mentioned thinning of the fuselages I found that the stern needed to be extended slightly with plasticard. It was then a case of fitting the two halves of the fuselage together. In this area the fit was reasonable but not by any stretch of the imagination perfect. The engine base plate comes as a separate part,



TECHNICAL DATA

Scale: 1/72	Kit No: 04187
Price: £2.99	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 23	Manufacturer: Revell



too thin and this too was replaced with an item from my spares box.

Colour Options

Only one option is included in this release; N5493 *Blymp* of no.8 sqn, RNAS. For me, the decals are perhaps the most disappointing area of the kit. For a start it would have been nice to have more than one option to choose from. To add to this, when you actually begin to use the decals you soon realise that many are oversized, and the fuselage registration numbers are particularly large. Granted that the only photograph I have of N5493 fails to show this area but it would be unusual for a production triplane to have had registration numbering of this size. The *Blymp* insignia also appears to be slightly larger than they should be. In terms of print quality and usage I found the decals to be free of problems.

Conclusion

I have mixed feelings about this re-release; jubilation that Revell has seen fit to give the Triplane some more air time and disappointment concerning the condition of the kit and the accuracy of the decal sheet. Given time and effort a pretty decent replica of the Tripehound can be produced (and I was pleased with mine), but I think young or casual modellers who maybe picked up this kit in a toy shop because they liked the box artwork are likely to be frustrated. This re-release is as good an argument as any as to why a new 1/72 Sopwith Triplane deserves to be toolled. So come on Revell - how about giving the same treatment to the Tripehound that was given to the Dr.1 a few years ago?



JASDF F-4EJ

PLATZ **1/144**

BY TIM LARGE

When the editor called, to see if I would like to review a 1/144th Platz kit, I jumped at the opportunity, having been intrigued by the coverage of late of this scale in *SAMI*. What turned up in the post was a colourful high quality box with two kits of the F-4 bagged separately. Each is made up of thirty parts, held on two sprues. The parts are all very well moulded, with little in the way of flash, recessed panel lining and raised detail in areas where appropriate, such as the one piece cockpit, jet exhausts and undercarriage. The instructions are written in Japanese, but the simple to follow diagrams make the build easy to complete. Last of all is what can only be described as a comprehensive decal sheet that would have been acceptable for a 1/48 kit not so long ago.

Construction

The kit is a snap-together, all the parts fitted with no trouble, though I did use glue to add some strength to the joints. A study of the instructions revealed some cutting was required to remove some detail, so as to represent a JASDF Phantom. Once this was done, building

JASDF F-4EJ
1/144 航空自衛隊 F-4EJ

Scale: 1/144	Kit No: PF-5
Price: ¥1500 (approx. £7.28)	
Panel lines: recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Platz	
Sample supplied by HobbyLink Japan	

commenced with the one-piece cockpit. It has seats, which are not partially realistic, control stick and navigator's panel. There are two crew members supplied, which were used on the aircraft with the undercarriage up. The fuselage is in three parts, two main halves and a nose, which is moulded in clear plastic, and the wing is one piece. I did need to use some filler on the wing-to-fuselage as well as the intake-to-fuselage joint.

To round off the airframe there are two tail planes and two exhausts. The



undercarriage, front and main, come with doors moulded with them as well as separate items for fixing them closed. The underwing stores are made up of two drop tanks, two pylons and a pod, and last of all is the three-part stand which has a ball and socket that allows the aircraft to be angled.

Colour Options

Three schemes are given, all of which are in a light grey upper surface with a white underside. Two decal options are for colourful F-4s from the 1989 ACM meet, with the third being an aircraft from 302TFS.

The decals are printed by Cartograf, so are very good, and you get a set of stencils for each aircraft. As I expected they went on to the surface with no

problems, the only issue being that the one-piece colourful tails for the two ACM meet aircraft were too big and needed some trimming.

Conclusion

Being a newcomer to this scale, though I did make a large number of the Revell kits when a kid, I was impressed at the mouldings. The exterior compared well to the Revell TF-104G Starfighter (everybody should have one German Starfighter in their collection!), and the build itself was a breeze, with some great decals.

If you fancy a Japanese F-4 Phantom II, I don't see how you could go wrong with Platz's boxing of this F toys kit, as it's a little gem.

SAMI

Su-15TM Flagon-F

TRUMPETER **1/72**

BY GEOFF PIKE

It's really good to see a major aircraft type that's been largely ignored by mainstream manufacturers produced as a kit at last. The Flagon was the Cold War air defender of the USSR between around 1967 and 1993, appearing in the photo albums of many Western reconnaissance aircraf and being involved in major incidents including the tragic Korean Airlines 007 shootdown. This kit represents a late-model Flagon-F with improved engines, radar and GCI performance.

The stout box contains five light grey and one transparent sprue, a smallish but jammed-full decal sheet, fold-out instructions and a full-colour painting and finishing guide. Moulded panel and rivet detail is recessed and finely done. It's apparent from the separate cockpit upper decking piece that further versions are planned.

Construction

The build is entirely conventional, starting with the tiny cockpit. The ejection seat is a bit basic and the instruments represented by a flat panel with a small lump on top for the radar scope. No panel decal is supplied, but little can be seen under the heavy canopy framing anyway, especially after I shoved a pilot in! The

1/72 SCALE Su-15 TM Flagon-F

Scale: 1/72	Kit No: 01636
Price: £13.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded plastic	
Parts: Plastic 96, Clear 4	
Manufacturer: Trumpeter	UK Importer: Pocketbond
US Importer: Stevens International	

nosewheel bay is a four-part assembly, while intake wells and a separate tailcone and engine exhausts prevent a 'See-through' effect.

The upper decking piece needs careful fitting, but achieves a neat join, while mainplanes, tailplanes, vertical fin and the huge nose cone are added with



no problem. No nose weight is needed.

The canopy is supplied as separate hood and windscreens, and with main assembly completed you simply need to add intakes and boundary layer plates, undercarriage, pitot tube and scores of those small air scoops that cover Russian aircraft to finish the bulk of the build.

Underwing stores comprise an R-98MR (AA-3) pointy-nosed radar-guided AAM on the starboard outer pylon, R-98MT (AA-3) blunt-nosed infra-red heat seeker on the port outer, two R-60 (AA-8 Aphid) heat seekers on the inner pylons, and two belly-mounted twin 23mm cannon. Two large drop tanks without pylons are also supplied, but not mentioned in the instructions.



Colour Options

Markings are supplied for three aircraft:

- 1) Red 43 in natural metal
- 2) Yellow 11 in natural metal
- 3) Red 01 in a striking camouflage scheme of sand, brown and two greens over light blue/grey.

I chose Red 43 in silver for a quicker result, and because the intercept-type photos I've seen of Su-15s have been silver aircraft, but I intend to do a camouflaged aircraft as well. Markings are fairly basic, just numbers and red stars, but there are a couple of hours-worth of stencils and placards to apply, which add enormously to the finished product. Decal quality is superb, sharp, dense and they settle perfectly. There was no adverse reaction to decal setting solutions, not that any was actually needed, but I use the wetting agent as a matter of habit.

Conclusion

An excellent, long-overdue subject choice, and a pleasant no-problem build, highly recommended. Roll out the two-seater.

SAMI

Nord 2502 Noratlas

F-RSIN

1/144

BY ANDY McCABE

The Nord N2502 Noratlas is a civil version of the N2500/N2501 that was originally designed and built as a result of a competition in 1947 by the Direction Technique Industrielle in France for a medium-weight cargo aircraft to fulfill a requirement by the Armée de l'Air. The N2502A was a Civil version for UAT (Union Aéromaritime du Transport) and CGTA - Air Algérie (N-2502B) with two Turbomeca Marboré IIIIE turbojets and two Bristol Hercules 758/759 turboprops of 1,650 hp each. The civil versions never enjoyed the success that the military versions had and only ten were built.

The kit itself comes in a stout cardboard box and contains sixteen resin and five white metal parts, one nicely printed decal sheet, one A4 single side printed assembly/plans sheet and an A5 Colour decal location/colour reference sheet.



The resin parts are cleanly cast with very little flash and very few pin holes. There is a small amount of cleaning up to do on the parts, but this is the norm on resin kits.

The white metal parts are also nicely cast and will clean up very easily.

Construction

The fuselage is a single hollow cast resin part to which the clamshell door, which is another single casting, is fitted. This means that the doors, once split into two parts, can be modelled in the open position if required as the fuselage is moulded hollow to allow for some interior detailing.

With the fuselage being solid forward of the approximate forward bulkhead position there is no cockpit detail and there are no clear parts for the cockpit/cabin windows, these being catered for on the decal sheet.

Vacform cockpit windows were commissioned to replace the solid resin cockpit section to give a bit more depth in this area, which entailed cutting the cockpit section from the resin fuselage then replacing it with the vacform part then blending the two together again with filler. This was surprisingly easy and very effective when finished and is an improvement on the decal cockpit windows.

The wings have moulded pins on



TECHNICAL DATA

Scale: 1/144	Kit No: FR14051/052
Price: £27.50	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 20, Metal 5
Manufacturer: F-rsin	UK Importer: Hannants

their inner edges that mate with holes in the fuselage a bit of jiggling here was necessary to get the wing leading edges level with the corresponding part on the fuselage. The tail booms/engines slot onto the corresponding locations on each wing then the tailplane is glued between the two. A small amount of filler was needed to blend the tail booms to the wings, and the fit of these parts needed a bit of work to get them sitting level, but the resin is very forgiving so the

work was not excessive.

I was not sure whether nose weight would be needed due to the weight of the tail boom assembly and the fact that I had removed a solid chunk of resin from the nose so I glued the undercarriage into position at this stage and taped the clamshell doors on temporarily. My uncertainty was unfounded, though, as there was still plenty of weight to hold the nose down, so the clamshell doors were glued into position then faired into the fuselage.

This was the main construction complete ready for painting.

A couple of coats of Halfords Acrylic White Primer were applied, which was good enough to provide the upper fuselage and tail boom finish, then the



lower fuselage was masked off and Humbrol 27002 Polished Aluminium was applied to all other surfaces.

The only things left to fit were the props and main landing gear wheels.

The resin prop spinners had tiny globules of resin inside them which needed to be ground out carefully before they could be fitted to the white metal props, and this was tricky as one slip would wreck the spinner altogether and no spares were available. The props were not to be fitted until after the decals had been applied so they were put to one side.

There are no undercarriage bay doors with the kit nor are there any main landing gear retraction jacks, so these were added from strip styrene and rod respectively. This only left the decals to apply.

Colour Options

Only one scheme accompanies this kit, this being a UAT Aeromaritime - Nord 2502 Noratlas, with registration numbers for either F-BGZA or F-BGZF. The colour sheet with the kit shows the aircraft painted in overall silver (or natural metal, but a bit of research showed that the top of the fuselage and tail booms and tail fins were painted white, although this may be a case of either/or).

Past experience has taught me to be careful with the decals supplied with F-RSIN kits; the print quality is excellent but they are extremely fragile and will break up easily or fold back on themselves when sliding them from the

backing sheet. They did fracture in places even before they had been removed from the water but after careful application the fracture lines disappeared and they showed their true glory and quality.

Conclusion

A very simple kit to assemble and a good contender for a first time resin kit. A minimal amount of correction work was necessary to get to the painting stage and the end result is a very neat eye-catching model.

The extra work of replacing the solid cockpit glazing with a vacform part is something that is not easy to achieve as the replacement transparency is not as far as I am aware, commercially available. (These pieces were made for me by Mr. Paul Lucas, when I had originally intended building the kit myself as a Luftwaffe transport. Sadly lack of time to tackle the project compelled me to relinquish this splendid kit to someone who would actually build it. It is purely a personal prejudice that I prefer not to use decals for windows, and the kit will build very well without them, however Paul did a magnificent job of the vacform parts and I am pleased Andy has used them here to such good effect – Editor).

Overall this is a nice kit from F-RSIN of the Nord 2502 Noratlas and builds into a nice representation of the aircraft, especially as it is the non-military version, and looks smart in its white and silver with blue/yellow stripes.

SAMI



Mitsubishi F-2A/ XF-2A

PLATZ

BY CHRIS HALL

1/144

Seriously late and over-budget, the F-2A maritime attack aircraft entered service with the JASDF in the year 2000. For a unit cost not much less than that of a F-22 Raptor, the JASDF got a plane less capable than a Block 50/52 F-16C.

There are two complete kits included in the box, for a total of forty grey plastic parts and six clear plastic ones. The grey plastic parts have a pebble-dash finish, resulting from the spark erosion method used to make the moulds, and are quite crude, though with no flash or other mould flaws. That said, smoothness is restored under eight or nine coats of primer, paint and Klear, before you get to applying decals. The clear plastic parts are much more smoothly and cleanly moulded.

The kit also includes a Cartograf decal sheet and four-part instructions in Japanese..

Construction

The main components fit together much better if you remove their hefty locating pins. The undercarriage parts are also quite crude and the model looks much better on the ball-and-socket stand. That way, you can also use the pilot!

The cockpit tubs are basic, and come with a moulded-in seat. This includes a locating tab for the pilot, which should be removed. If you don't include the pilot, you won't want it. If you do include the pilot, you'll still want to remove it, because, once the pilot has been installed, the canopy won't close if you don't. I painted the cockpits medium grey, with very dark grey for the seat and instrument panel, and olive drab seat cushions. The pilot had an orange flight suit with a white helmet and gloves, a very dark grey oxygen mask and a satin black visor.

I removed the locating lug from the jet exhaust nozzles, so that I could paint them away from the airframe, and install them at final assembly. I also painted and decaled the tailfins and drop tanks off-model.

The canopies include locating tabs on each side. Don't be tempted to remove these – you would be creating gaps if you did, and they're not noticeable on the completed models.

Fit is good but not perfect. All major components required sanding and Tipp-Ex to remove join seams.

The models include no underwing stores – Platz do a set of these, which you can buy separately, but the instruction sheet does include a diagram showing what can go where, thus discouraging you from mounting 500lb PGMs on the wingtip missile rails. The stands snap together in a most satisfying way, and with that, construction is complete!

Colour options

The three options allow an XF-2A, used by the JASDF Technical Research and Development Institute, in overall semi-gloss white, with orange and blue trim,



JASDF F-2A

1/144 2入り
航空自衛隊 F-2A

TECHNICAL DATA

Scale: 1/144	Kit No: PF-4
Price: ¥1500 (approx. £7.28)	
Panel lines: recessed	Status: New Tooling
Type: Injection Moulded Plastic	Manufacturer: Platz
Sample supplied by HobbyLink Japan	

and matt black radome and anti-dazzle panel, and a camouflaged F-2A in 3 Sqn. JASDF 50th Anniversary commemorative markings and a sharkmouth. You can also finish this aircraft without the commemorative markings. This aircraft is in dark blue/ medium blue camouflage, with light grey radome, black tailplane tips and orange drop tanks. There has been considerable debate about the precise shades of blue to be used, but Platz give FS numbers for USN Sea Blue and Intermediate Blue, and I went with the Humbrol versions of those colours, Humbrol 144 and (discontinued) 181 respectively.

Large areas of orange and blue trim on the XF-4A,



and the black tailplane tips, sharkmouth and yellow commemorative markings on the 3 Sqn. machine, are provided as decals, and, even though printed by Cartograf, they needed a lot of encouragement, and much Micro Sol, Micro Set, and Klear, before they would settle down adequately. If I were doing the XF-2A again, I would, in fact, paint the orange areas. That said the smaller items settled down without any problems at all. I found Precision Paints Strathclyde PTE Red to be a perfect match for the XF-2A's orange (Ah those Glaswegian 303s! – Editor) and Citadel acrylic Enchanted Blue for the blue of the 3 Sqn machine.

Conclusion

The models scale out at about 3mm too long and about 3mm too wide. However, they do look like F-16s on steroids, which is, after all, the point of the exercise.

Although not up to the standards of detail and finesse currently achieved in this scale by Dragon, Sweet and Revell Germany, this kit was fun to build, quite challenging to paint and decal, comes with stands and pilots, and the models look good on my desk. On this basis, thoroughly recommended

SAM

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F4F-3 Wildcat (early)

HOBBYBOSS 1/48

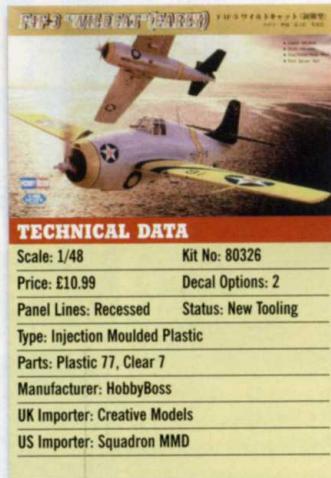
BY ANDY BROOK

Initial impressions of this kit were positive – a large sturdy, top-opening box, with colourful artwork. Inside, things got better. Six sprues were individually plastic wrapped, with no flash. Wings and fuselage had very finely inscribed panel lines and rivets, and the most delicate parts were protected. The windscreens and cowling were wrapped separately, suggesting these would be different for the various HobbyBoss Wildcats. There were large clear instructions, and a full colour painting and decaling guide.

None of the early Wildcats I could find were like the kit. Some had different cowlings; none had a gunsight which went through the windscreens; and none had drop tanks, which were introduced in 1943. I'll give HobbyBoss the benefit of the doubt and accept that the earliest F4F-3s, like the aircraft on the box top, had cowlings as provided and gunsights through the windscreens. Option 2, however, is actually a F4F-3A variant, which needs some work to produce an accurate replica. So be warned, find some good references, and decide at the beginning which option you're going to make. I decided on the F4F-3A, because I had found a useful reference photo.

Construction

The cockpit has ten parts, is well detailed, and only needed some tape lap belts to bring it to life. HobbyBoss has correctly modelled the cockpit without a floor, permitting a view through to the windows in the bottom of the fuselage. I ignored the suggested colour of interior green, as these aircraft were bronze green in the cockpits and Grumman Grey elsewhere internally. The instructions are not clear on how the ironmongery within the wheel well goes together, so dry-fitting first is advised. Once in the right place, it is surprisingly strong, and is supposed to be glued inside the lower fuselage tub with the cockpit assembly. I found it all fitted



better by first fixing the cockpit separately to the upper fuselage. The only filler I used was where the tub joins the rest of the lower fuselage and near the tail.

The engine is also nicely detailed, and, after a coat of matt black, responded well to some dry brushing



Tamiya's F4F-4 has its lower wings connected to the fuselage. Hobby Boss has gone for separate wings, presumably to assist with the manufacture of other variants, however, the supporting tabs on the wings are very small, and I used superglue to give some strength to the wing-to-fuselage join. There is no guide on the correct dihedral, so care is needed when lining things up.

Whichever option is chosen, the holes

rudder are a little crude and needed some sanding down.

The landing gear is another complicated construction, not helped by imprecise diagrams. Again, once assembled, it is strong, but the parts are delicate and the plastic is quite brittle, so care is needed. It fitted firmly within the wheel well, but the finished model looks to sit a little high, so some shortening of the undercarriage may be required.

Finally, it was time to deal with the canopy. Although it is quite thin, the sliding hood cannot be fixed in the open position. Instead of the 'through windscreen' version in the instructions, I used the reflector gunsight provided on the clear sprue and filled the hole in the front of the windscreen with PVA glue, assuming it would dry clear. The Eduard mask said it was for a F4F-4, but it was also correct for the early F4F-3s.

Colour Options

HobbyBoss provides two options. The early F4F-3 proper is a colourful aircraft from USS Wasp, with bright yellow upper wings. Option 2, my choice, is a F4F-3A of US Marine Corps squadron VMF-111, in overall Light Gull Grey. This aircraft's dull finish is enlivened by large red crosses, which were specially applied for exercises in 1941. Paint colours are from the Mr Hobby and Mr Color ranges, which meant nothing to me, so I used an aerosol Humbrol acrylic Light Grey 64 instead. The decals went on very well over a few coats of Klear. For option 2, watch out for the type numbering on the rudder, which needs to be amended from 'F4F-34' to 'F4F-3A,' if your eyesight and hand are up to it.

Conclusion

HobbyBoss has produced a finely detailed kit, which really captures the look and feel of an early Wildcat, but do not seem to have done their homework properly on the options included, and some of the more intricate construction would benefit from clearer instructions. Overall, it's a good kit, with lots of potential, but it is not a straightforward build and you need to do your research.



with aluminium for an oily look. I left the engine and the cowling off until after painting, so as to save effort on masking. To make the F4F-3A, I removed the two lower (intercooler) intakes from the front of the cowling,

in the wings for the drop tanks will need to be filled. The photos suggest that F4F-3As also had a bomb rack under each wing, but I didn't have anything suitable in the spares box. The ailerons are neatly moulded, but the ribs on the



Wellington II (Merlin)

MPM

1/72

BY PAUL JANICKI

MPM's Wellington has been around now for a couple years, also appearing as an Italeri boxing, but this latest issue deals with the Merlin powered Mk II and therefore a new sprue is included consisting of all the relevant pieces used here. In general, all the kit's contents are good quality with nice surface detailing replicating the structure of the real machine very well. In fact, I'd say, better than other issues of the type. There are quite a number of parts left over including two types of radials and their accoutrements plus a different set of tail planes for the other versions of the

Wellington Mk.II "Merlin - powered Wimpy"

TECHNICAL DATA

Scale: 1/72	Kit No: 72535
Price: £TBC	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 157, Clear 16	
Manufacturer: MPM	UK Importer: Hannants
US Importer: Squadron	



Wimpy. No etched sets but a pair of resin engine fronts/intakes for the Merlin are included.

Construction

The first stages cover the reasonably detailed flight deck and turrets. The latter pair proved a little tricky as the instructions are not too clear in indicating

part positions and adding the clear parts needed careful handling while gluing them in place. The openings for the triangular waist gun positions need to be opened up and the locations are defined with a basic shape on the insides and require chain drilling and careful use of a scalpel or a knife of heavier duty to cut through it. In addition to this, constant

Avro 533 Manchester Mk I

ARDPOL

1/72

BY DAVE HOOPER

Not to be confused with the WW2 predecessor of the Lancaster, The Avro 533 Manchester was a twin-engined bomber designed in 1918. The type suffered because of the poor performance of its two Dragonfly engines and never made it past the prototype stage. This 1/72 offering from Ardpol is beautifully cast in resin, the quality of which is perhaps the cleanest I have ever seen. Unfortunately my review sample suffered a little from quite a few missing pieces including both Scarff rings and MGs. The instructions supplied come in three folded A4 sheets and are adequate but there are one or two vague areas of construction which could be clearer. The leaflet includes a set of 1/72 plans which, as is often the case, doesn't match the model exactly, and a basic colour guide.

Construction

Beginning with the cockpit and gunner

Avro 533 Manchester Mk I

TECHNICAL DATA

Scale: 1/72	Kit No: 72062
Price: £31.50	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 118
Manufacturer: Ardpol	
UK Importer: Aeroclub	



lower wings were supplied with no dihedral, making it necessary to cut the wings into two pieces and cement them to the correct angle. Another problem with the wings surfaced when I made my first attempt at attaching the upper wing, only to find that the alignment of the location points for the struts were all over the place. Off came the wing and new points (and in some cases new rigging holes) were drilled. By the time I'd finished, my lovely wings began to look like Swiss cheese. All the struts were replaced with a combination of Contrail and brass struts to avoid later problems with warpage.

The instructions are not too clear on the position of the engine gondola struts and as these areas were not on view in the only photograph I had to

hand I had to make an educated (or not as the case may be) guess on their positions. One area that is not mentioned at all in the paperwork is the eighteen pipes that fit to each of the engines. Unfortunately half of these were missing and had to be replaced with items made from fuse wire. As has all ready been mentioned my kit lacked Scarff rings and Lewis machine guns. The Scarff rings were made from scrap while I decided not to add Lewis machine guns to the finished model as the only photograph I had of F3493 showed the aircraft without guns.

Colour options

The kit markings depict F3493 as it was in December 1919 when the problematic Dragonfly engines were finally fitted. This aircraft is mainly finished in PC10, with a CDL underside. I deviated slightly from the instructions by painting the engine covers light grey in colour in place of the suggested natural metal. This was down more to personal preference than any insider knowledge. The decals were absolutely spot on for size, register and ease of use making the job of applying the decals an enjoyable one.

Conclusion

Despite problems with missing pieces and wing attachment I enjoyed building this model and was very pleased with the end result. It always amazes me how modern resin manufacturers can hope to sell fairly obscure aircraft such as this in large enough quantities to make production feasible. That they can and do is a credit to companies like Ardpol and Choroszy, and who knows, we might yet see a resin Tarrant Tabour. It will also be interesting to see whether the earlier Mark II (with Siddeley Puma engines) will follow.

SAMI



trimming and dry fitting is needed to ensure the opening is not cut oversize.

The glazing also needs to have a hole drilled, as indicated in the instructions, to allow fitting of the weapons. This done, the long panoramic glazing needs careful fixing but is totally devoid of the geodetic framework that is included on the rest of the fuselage halves. Silver coloured striping by Xtradecal from my stock was used quite effectively before the fuselage halves could be joined. From the outside the effect is realistic.

The remaining stages of the build consisted of the wing assemblies, undercarriage and all the easily knocked off bits like aerials and so on. Two sets of tail planes are included, one with tabs that fit into the slots and the other without. The instructions say to use parts C1 (without) and these have the extended

leading edges up to the elevator horns leading me to believe they were only applicable to later series Wimpeys, so I opted to use the set that have the narrower chords (on the B sprue) as they would suit the earlier aircraft and also be easier to fit. Here I noted that there is a rather sharp angle of attack to the line of flight. Now I'm not absolutely sure if this



is right or not but when in place is not really noticeable. For all I know, they may be wrong anyway and parts C1 should have been used.

Generally, all the major items fit OK, as did the resin fronts and separate exhausts. The wing-to-fuselage fit is good and the undercarriage also looks fine, with a fairly detailed bay.

and finally W5442/BU-V of 214 Squadron. All are from around the 1941-42 period and in standard finish of dark green, earth and black.

The decals for these subjects are really very nice. They are thin and delicate but lay very well when treated with decal solutions and a little care

Conclusion

Apart from the extra labour involved in opening up the waist gun positions and adding the decal framework to the interior, the model built up well with all major parts fitting well and not a smear of filler anywhere. The kit has excellent surface and interior detailing and MPM have provided a good example of the famed Wimpy. Sometime I'll have a crack at the Trumpeter one to compare the two.

SAMI

Friedrichshafen FF.33L

ARDPOL 1/48

BY PAUL GILSON

The FF.33L was the smaller fighter/scout version of the earlier FF.33E reconnaissance aircraft. About 130 were built and one ended up in Poland – hence Ardpol's kit. The kit consists of just over a hundred light grey resin parts, eight A5 sides of diagrams and a single decal sheet. The box art shows the two schemes provided and most of the history given is for the Polish version. The two versions options differ only in the tail fin and rudder parts and colour scheme.

The parts are well cast and have to be removed from the casting blocks, but the smaller parts are very brittle so a lot of care is required. Once removed from these blocks there is only a small amount of flash to remove – also the casting blocks have numbers so you can group the identical parts, but you then have to visually decide which parts fit where as no clue is given to the numbers.

Construction

The construction diagrams begin with a series of sub-assemblies, for the cockpit, engine, and all the beaching trolleys and trestles – a nice touch as this is the first floatplane kit I've had that includes all this gear. I added a few lengths of chain and brass dowels to the rear trestle as this was adjustable for height. The cockpit is very basic and so I added some seat belts and other small details from foil and wire. The instrument panel does look good when the details are highlighted.

The engine and cockpit are then enclosed in the fuselage halves and a little filler is required to tidy up the joint. At this point I also assembled the floats which come as two parts, but appear magically as one in the instructions. These come as two sections split lengthways and this was the most difficult joint to clean up, as there are ribs either side of the joint and



cover detail on the top.

The instructions fit all the wings next, but I didn't think this was the best way, so I fixed the lower wings and fuselage and added some brass dowels to make a secure fitting and drilled small indentations for all the inter-wing struts and float mounting struts. Next I assembled a jig to hold the fuselage and wings at the correct height above the floats and fixed the latter together with the two horizontal ties, replacing the kit parts with brass wire. Next the float-to-fuselage struts were superglued in place. Then the outer struts from the float to wing were added. Sounds simple? This actually was a Saturday afternoon of trial, error and heartache,

but as each new strut was glued in place the whole assembly became more stable and robust.

Next the inter wing and fuselage struts were added and the upper wing fixed – the upper wing is two parts which magically appears as one in the instructions and does need some care, and on my example some shims to get the correct trail angle. Finally the rigging was added, using guesswork and a few Internet photographs, and the small details completed. I replaced the rear gun mount and radiator piping with wire. I also ended up with about a dozen parts that I had no clue what to do with, but some were useful when I broke struts.



Colour Options

The two schemes provided include a German Naval aircraft No.1010 in overall sea blue with large white outlined black crosses. I could find no photograph of this aircraft, but the style was used on other FF.33 variants. The Polish version is more colourful and is the one example used in Poland from 1920 to 1921. The decals adhered well and had good colour depth and were all done in five minutes.

Conclusion

I'm pleased with the final result and the main dimensions are very accurate. But, I could only recommend this to the experienced resin builder who is prepared to make a few jigs during construction. The assembly of the floats to fuselage is the key to the construction. Having said that, this is the only FF.33L I've seen in 1/48 and as such is a valued addition to the WW1 shelf. The builder also needs to do some additional research as I found photographs a great help – but beware the FF.33 had several variants which varied in fuselage and wingspan and internet sources can be a bit vague about the versions.

SAMI

Mitsubishi A6M2 ZERO Type 21

FUJIMI**1/48**

BY CLIVE DUCKWORTH

The Fujimi kit comes in a box illustrated with an evocative painting of two Zeros in a stormy sunlit sky. Inside, the kit has fifty-four grey plastic parts and one clear canopy, all separately bagged and very well machined. You get a colour sheet of some of the aircraft options, and more tail assemblies are illustrated on the instruction sheet. The instructions themselves, and the text on the box, are mostly in Japanese but the easy to follow logical steps in construction make it an easy kit to put together.

Construction

The three-part seated pilot is a nicely moulded figure and he does have a detailed painting guide including colours in English. The thirteen cockpit parts have good detail, as have the internal fuselage halves, and these are closed up after fitting the arrestor hook. The engine again has painting instructions including English, and the nine parts for this and the turning prop assembly go together well, fitting snugly inside the engine cowling.

The wings come as a one-piece lower section and two uppers and, along with the horizontal stabilisers/elevators, fit with no need for filler or sanding. Detail on the wings and the fuselage is very good and really shows up well with a bit of



weathering applied. Five parts are provided for each undercarriage assembly if constructed down, and you have the option of retracted gear if you want. Again all these parts have good detail and fit well together with no problems.

All that remained was to fit the fuel tank, tail wheel, radio mast and a few other bits and bobs and the job was all done barring masking and painting the canopy before fitting. The canopy is very clear and has the frame structure raised enough for those with a steady hand and good eyesight to paint it without tape.

Colour Options

Options for eight aircraft are included on the decal sheet and just to confuse you there are a further six indicated in the instructions that you don't have decals for.



However, eight are quite enough and include six for the light grey colour scheme or two in mottled green. I couldn't make out any colour references from the Japanese text, so having plumped for a grey scheme used my Humbrol 196 (Light Satin Grey) with 85 (Satin Coal Black) for the cowling. Wheels, prop blades and other bits and pieces were Matt Black, and Aluminium (56) was used for the undercarriage legs/ wheel bays. Whether the kit includes info on the different units or aircraft also remains a mystery of translation, but it appears the one I modelled was based with the Tainan Air Group and operated around the Port Moresby area in 1942.

I applied a coat of gloss varnish before applying the decals to minimise the risk of silvering (I've not been very successful with Klear) and used setting solution to settle them down. The decals are very

good with no show through, and went down easily - not too thick and not so thin they wrap around themselves as soon as they come off the carrier sheet. Once dry I applied a coat of matt varnish and then added a spot of weathering with very diluted matt black/ white spirit, rubbing over with a cotton bud. This brought the detail out on the whole plane and made all the difference to the finished kit.

Conclusion

This is an easy kit to get an excellent result with as all the parts fit so well. The decals are very good, and even if you don't read Japanese it is easy for you to complete the kit and enjoy a bit of digging to find out about the individual aircraft featured. I was very pleased to complete my first Fujimi kit and would certainly recommend it to anyone.

SAM

F-5B Freedom Fighter 1

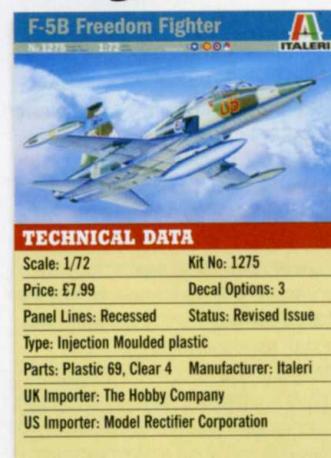
ITALERI**1/72**

BY CLIVE DUCKWORTH

The F-5B was the two-seat trainer version of the F5A Freedom Fighter used extensively since 1963 by many countries in Europe, the Middle-East, South America and Southeast Asia. It remained in service for over thirty years including ten years during the Vietnam War. The kit comes with a colourful illustration of a Canadian F-5B on the top and inside there are sixty-nine grey plastic, and four clear parts. You get four options on a very comprehensive decal sheet, and a clear, progressive seven-page instruction sheet... there are no unwelcome surprises in the fairly standard steps for the build and the final result is a delight!

Construction

Construction begins with the cockpit, each seat having three parts plus the joysticks and instrument panels. No fewer than eight decals are provided for the panels, plus two to represent the seat harnesses, and these are all very good, and need to be as everything is visible through the large, very thin and clear three-piece canopy. The front section halves are then closed up, followed by construction of the rear fuselage section halves and the mating of these two sub-assemblies. I did



have to tidy up all of these joins including using a bit of filler underneath, but that was it for the whole kit. The instructions don't mention nose weight and it may well be that none is required, however not trusting to luck I crammed as much as I could (approx 3g) in the front section with the desired result.

Wings and undercarriage come next, each main wheel construction having four parts, and then the fuel pods go together and sit on the ends of the wings, under the wings, and under the belly. There are two vacant pylons under each wing and some spare rockets on the sprues, but



they are not for this version. Lastly comes the three-piece canopy and HUD. You can position the canopy open using the supplied struts, or closed... either would be fine due to the excellent decal provision and quality of the interior.

Colour Options

As stated you get four options including a USAF F-5B from 1986 and a Spanish SF-5B from 1989, both in aluminium with a flat black anti-glare panel. The Canadian CF-5B is in camouflage field drab/flat green with mid stone underneath, whilst the Dutch NF-5B is in camouflage olive drab/ dark grey with light grey undersides. I went for the USAF version in full colour. The decals are generally very good although the yellow stripes are slightly thick needing quite a bit of setting solution to adhere to the plane's contours. One other point is that the decals lift from their backing sheet

almost as soon as they touch the water so take care to grab them out quick!

For the paint you get Model Master references but I used my Humbrol 27002, polished aluminium, and Revell 8 matt black ... all brush painted. Before applying decals I painted the plane with gloss varnish to avoid silvering, and then finished it off with a coat of matt.

Conclusion

I have to confess that other than a little tank this is my first Italeri kit in 45+ years of model making and I was not disappointed. Other than the bit of work on the fuselage sections, the standard of parts and general construction was very good, particularly the excellent fit of the thin canopy sections and extensive decal sheet. Overall very definitely a winner for all levels of model maker and well priced for what you get. Excellent!

SAM

Nakajima Ki-27b Nate

ICM**1/72**

BY ALEC SMITH

The kit arrives in ICM's standard end-opening light card box, with nice front artwork and a paint scheme diagram on the rear. Upon opening, you are treated to two sprues of grey plastic and one clear. The plastic is the slightly soft type, so favoured by the Russian and Ukrainian kit manufacturers, which has both benefits and disadvantages. Included on the sprues are extra parts for the other boxing of the kit, in its Ki-27a form.

At first glance the parts may look a touch rough, but upon closer inspection, all of the parts contain some of the finest and most comprehensive detailing I have seen. All of the panel lines, for example, have

TECHNICAL DATA	
Scale: 1/72	Kit No: 72202
Price: £6.99	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 66, Clear 3	Manufacturer: ICM
UK Importer: Hannants	US Importer: Dragon USA

their rows of rivets in both recessed and raised relief as required, but seem



to be as close to scale as is possible. The tool-maker must have been a jeweller in a past career.

Construction

For the build, I started my usual way by pre-painting the smaller parts and main

F-4S Phantom II 'Black Bunny'

FUJIMI**1/72**

BY CHRIS HALL

The F-4S was an updated version of the F-4J, produced in the late 1970s to give the USN and USMC a relatively modern fighter, while waiting for the F-14 and F-18 to come into service. Perhaps the modifications most visible externally were the smoke-free jet exhausts! The Navy received its first machines in 1978, and the Marines retired their last aircraft in 1992.

The Fujimi kit dates from the late 1980s, and is the first of the 'modern-standard' kits of the F-4 series. The standard of moulding is quite good for a 20-year-old mould, with only a few visible sink marks and ejector-pins, and no flash. Along with the 70 grey plastic parts, there is a four-part canopy. The decal sheet gives two finish options, and the instructions come in eight stages.

Construction

The cockpit interior is basic by today's standards. You get a tub, two instrument panels, two control columns and two two-part ejector seats. There is also a rear bulkhead and another between the pilot and the RIO. These are not shown in the instructions, but do need to be added for a correct fit. The instrument panels are given as decals, and there is no side-wall detail. I just added masking-tape seat belts, but the canopy is very clear, so adding detail is worthwhile. For a non-OOB build, replacement seats are essential.

The undercarriage legs and doors are reasonably well-detailed, but undercarriage well detail is minimal, neither is there anything to see inside the intakes.

Fit of major airframe components is good, verging on very good, and main

TECHNICAL DATA	
Scale: 1:72	Kit No: 72180
Price: £11.95	Decal options: 2
Panel lines: recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 70, Clear 4	
Manufacturer: Fujimi	
UK Importer: Modelwholesaleuk.com	

assembly is rapidly completed. The intakes needed a little work for a good fit, but other than that, I only needed a little Tipp-Ex here and there as filler. Do not forget to open up the inboard slot actuator locating holes, and pay careful attention to which actuator goes where.

The burner cans look a little chunky, but are OK when painted up. The cockpit canopy is perhaps a little too wide – but can be corrected with careful sanding. A single-piece alternative would have been useful, since many modellers will wish to

model the canopy closed. When cleaning up the centreline seam, I had to remove a number of aerials and probes, and restore them with hypodermic needles and pieces of plastic card at final assembly.

I found the main undercarriage locating pins particularly weak, and had to reinforce them by carefully drilling holes in the legs and the wing undersurface, and inserting lengths of brass rod.

The kit includes a full complement of stores – a centreline and two underwing drop tanks, four Sparrows and four Sidewinders. The locating holes for the pylons need enlarging, and the pylons need careful test-fitting to ensure a good join.

Colour Options

Both finish options are from VX-4 – Vandy 1 – the famous 'Black Bunny' in overall gloss black, and Vandy 5 – 'White Bunny' in overall gloss white with light grey anti-dazzle panel. Both aircraft have the hot areas of the rear fuselage and stabilizers in natural titanium.

I chose Black Bunny, using Humbrol 85, followed by several coats of Klear.



For the natural metal areas, I started with Alcad II Aluminium and Dark Aluminium, but finding insufficient contrast between the two colours, I sprayed some clear decal in dark metallic shades mixed from various Humbrol Metalcote shades, and used these instead. The burner cans were painted Metalcote Polished Steel, buffed to a high degree of shine.

The decals were rather thick, but settled down quite well with the aid of a lot of decal solvents. The white areas and items were sufficiently opaque to almost totally disguise the fact that they had been applied over a black surface. The limited number of warning stencils, however, could have been more crisply printed.

Conclusion

The model is spot on spanwise but maybe 1mm too short. All the lumps and bumps distinguishing a F-4S from other Phantom IIs are there. However, the AIM-7s look slightly too fat, and the AIM-9Bs have the wrong shape of nose and forward fins – I would have replaced them had this not been an OOB review build.

This kit gives you a good starting point for a 1/72 F-4S, but a fully detailed model would need a lot of help. It is probably most useful for someone wishing to produce a number of F-4Ss in different colour schemes, who can close the canopy and live with the fairly basic detail. On this basis, the kit can be recommended.



SAM

interior parts on the sprue. The instructions, consisting of three pages of photos of the kit parts, start with interiors first. This being ICM, means that as well as a comprehensive cockpit, you also get a multipart engine, and the bulkhead and bearers to put it on. The instructions are a little vague due to the photographic nature, and this caused some niggles. It is indicated that you should attach the exhausts to the rear of the engine, however, this caused alignment problems for me, so I simply glued them to the fuselage sides.

More than enough detail is provided for the interior, and all in injected plastic. This includes guns for the floor, which you are advised to attach to the lower wing half, then the fuselage. I found this to be another problem area, but again it was easier rectified by simply leaving the guns out, attaching the cockpit floor and assembly direct to the fuselage, and then

adding the wings.

After that it was a fairly straightforward build, but with one minor exception, which was caused by the soft plastic. Overall the fit of parts is good, but in some cases some extra cleaning up, and then extra pressure were required for a better fit. During one of these sessions I managed to bend the wings. Fortunately though, I noticed it early enough, and they were bent back to shape without lasting effects. You have been warned.

Colour Options

With the kit you get four paint schemes, three in overall IJA Grey, and one in three-tone camo. Two of the Grey options cover the Nomonhan incident in 1939, and the other a Japan based aircraft in 1944. The final option is for a 24 Sentai, 2 Chutai machine in China in December 1941 in a three-tone camouflage, which was my choice. However, this choice was delayed



The decals are finely printed and very thin, with a matt finish. They have excellent colour density, and conform superbly to all the surface detail, but are on the fragile side. The only one that did not go as I wanted was the fuselage band, and that was me, not the decals, I can never get them straight.

Conclusion

Overall I was very impressed with this kit, as it is well detailed and goes together easily. The only real downside was the occasionally unclear instructions.

I enjoyed making this one, and have subsequently bought and started the earlier version - perhaps I shall even do another, and open it up to show off the most of the detail.

Well recommended to all, especially as at the current price it is superb value for money. More like this please ICM.

SAMI

Martin Baltimore

CLASSIC AIRFRAMES 1/48

BY GORDON SCOTT

The box is the standard top-opening type with a full colour representation of the aircraft on the lid, and inside are three sprues of grey plastic parts, one sprue of clear, and a small poly-bag containing intricately detailed resin engine cylinders, engine mounts, bulged main wheels, large air intakes, cockpit details, propeller bosses and machine guns. The Cartograf produced decal sheet has four options – one Coastal Command, two Middle East and one all black machine based in Italy.

There are two options catered for, one with the two-gun dorsal turret and one that needs a touch of surgery to represent the open dorsal gun position with single Lewis gun.

All parts are well detailed, panel lines are engraved, well executed with no slips and the detail on the resin engine cylinders and main wheels would make some after-market producers blush! The clear parts are a bit brittle and need care when separating them from the sprue and when removing bits of flash, mine benefited from a dunk in Future to make them a touch clearer.

A while ago I bought a DVD entitled *Forgotten Bombers of the Royal Air Force*, which has some superb close-up footage of Baltimore's abroad and came in very useful when building this kit.

So does it build well? The short answer is yes with a couple of exceptions...

Construction

Stage one is choice time – turret or open position. Once chosen and the cutting has been done (or not) the cockpit, bomb aimer and radio positions are tackled. I'm sure that many of you who have made Classic's products will be familiar with the advice to test fit parts during assembly –

The fuselage is brought together without any fuss and we're on to stage 11, the wheel wells. These are quite clever two-part affairs, with the main bulkhead to hang the engine on and a



TECHNICAL DATA

Scale: 1/48	Kit No: 4139
Price: £39.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 70, Clear 10, Resin 52	
Manufacturer: Classic Airframes	
UK Importer: Hannants	US Importer: Squadron

well, the parts you need to test fit here are the bulkheads. On close inspection the edges are chamfered and if you square these up the parts fit as they should and you are able to close up the fuselage without further ado. Sadly the radio position becomes invisible so I've kept these parts to help detail my



Hampden! You will see two small pieces denoted C8 on the clear sprue but not mentioned in the instructions. These fit into the pilot's bulkhead, although they are absent in the cockpit view on the DVD. Next comes the turret interior and this gives a really good start to detailing the turret.

The fuselage is brought together without any fuss and we're on to stage 11, the wheel wells. These are quite clever two-part affairs, with the main bulkhead to hang the engine on and a



single piece that you fold up and glue to the bulkhead. It sounds daft but it works really well, giving you full depth wells without having to sand and scrape resin away forever! The wells fit into the two-part wings and it all closes up without a hitch. Stabilisers come next, with the tail wheel, and I found this a bit odd. Classic would have you simply glue the wheel to the leg, and there is no axle. I replaced the leg with a bit of wire bent round the wheel and secured to the fuselage mount then left the wheel off until everything else was painted.

I mentioned earlier about a couple of exceptions, here they come – the engine cowlings and the air intakes. The engine mounts fit really well and so do the cylinders, the problem is that either the cylinders are too long or the cowling walls are too thick. I found it to be a combination of both and ended up cutting the tops of the cylinders down and scraping the inside of the cowl to get a tight fit – it worked fine, but just took time.

There are two types of air intakes, large resin ones or the smaller plastic ones. I chose the resin ones and had problems getting the fit at the rear to match the trunking moulded on the upper wing. You need to open the front of the intake right out and remove the strange circular objects on the front lower edge to match footage of the real items.

And that's it really – all downhill and pain free. The wings and stabilisers are a butt joint to the fuselage but no filler was

used anywhere except the aforementioned engine air intakes.

Colour Options

The transparent parts were fitted and masked then a bit more of my ever decreasing Aeromaster acrylic stock was used to colour in. Decals went on over a coat of Klear without silvering and sank into the panel lines voluntarily; a blast of matt acrylic and it was time to take stock.

Time saving tip time – don't bother masking the frame lines on the nose as these were simple Perspex to Perspex joints, not painted, although perhaps a coat of matt varnish would simulate this – ah well, next time! It's a big kit when made as well; looking at the box you wonder how it all went in!

Conclusion

This latest Classic Airframes kit clearly shows how each new release gets better. It still has its moments (as we all do!) but it's not hard work. Classic have come on in leaps and bounds from the first releases. I've been fortunate enough to be able to buy all the ones I've wanted and yes I've taught the kids some new words building them but they are no longer made solely for the plastic masochist.

In truth anyone could build this kit and be pleased with the result, so Classic, let's have the AEW:3 Gannet, Sea Venom and the early Dorniers. I can't wait and if it's no trouble, how about a Beaufort? (See News pages – Editor)

SAMI

Sea Hawk Mk 100/101

TRUMPETER 1/48

BY JOHN BISSET

This is the German variant of the Sea Hawk, so it is very similar to Trumpeter's earlier Royal Navy FGA Mk 6 issue, with a different rear fuselage moulded to model the taller tail and the prominent dorsal bulge of the Mk 101.

Disappointingly, the kit does not include the Ekco radar array, which was housed in an enlarged drop tank style pod mounted on the inner starboard weapons pylon. This is the main difference between the German and Royal Navy version, and is why the tail was enlarged, to restore adequate longitudinal stability. The radar was only briefly used in service, since it had such a very large power draw that other services were cut back, making the aircraft harder to handle, especially in poor weather conditions. Although strictly correct, to claim this kit covers both the Mk 100 day fighter and Mk 101 bad-weather reconnaissance machines is rather unfair in my view. I'd expect to get the Ekco pod. Since German machines were often fitted with four underwing tanks, that would also have been a useful option, in place of the 3" RPs which I think were an RN fit only, not used by the *Bundesmarine*.

As with the FGA Mk 6, the moulding is grey plastic with finely recessed surface detail. The forward fuselage and centre section mould is split horizontally, which facilitates the building of the complicated wheel well and lower centre section detail which is a prominent feature of the underside of any Sea Hawk.

Construction

The nose undercarriage bay is a rather complex construction, which needs care and some dry fitting to ensure a good fit. The noseleg is moulded already attached to the wheel well floor. Since in my previous build I felt the final attitude was too nose up, I cut the leg off and drilled out a location hole. This made construction easier and safer, with less chance of breaking off the leg. The final aircraft sit looked better to me.



cannon troughs on the lower fuselage, a prominent feature of any Sea Hawk, are slightly too shallow as moulded, so some careful drilling and filing is required to improve those.

The main wheel well walls and centre section have been moulded as separate elements with lots of surface detail, piping & wiring, and fit into the lower fuselage half. The fit of the front fuselage sections is good. Care is needed, but

scribing. The jet exhaust pen nib fairings were harder to deal with, a struggle to fill and sand because they are concave surfaces and hard to access. Separately moulded thin plates to cover the pen nibs would have helped greatly here.

The wings assemble very cleanly, allowance being made for either folded or spread wings, with both drop tanks and rockets included. Although the



moulded separately, which seems a waste of effort for such small items.

Clearances in the front fuselage are tight. It required care to fit in enough noseweight around and under the cockpit tub, but I managed to fit some lead shot either side of the nose bay and some flat lead sheet below the tub and in the ejection seat pan. 32 grams was more than enough, so I probably was over generous estimating the weight of the revised tail section. The 20mm

filler was only needed across a small gap at the nose and at the intakes.

The rear fuselage attachment is harder. Trumpeter have sensibly made the fuselage break at a joint in the full size machine. A good fit all round a perfect cylinder is difficult, and I deliberately avoided any step on top of the fuselage, which left some sanding work on the underside. Sanding and filling removed this with some loss of detail, soon corrected with light

aileron are moulded in, flaps and airbrakes are separate pieces. The Sea Hawk had an unusual split surface airbrake arrangement, the flaps acting as the lower part. Since I was modelling this machine with wings spread and there is nice inside surface detail, I elected to deploy the brakes. This looks rather odd, with an empty cockpit of course. Most unlikely in practice unless some maintenance was in progress. Note that the upper panels should deflect less than the lower.

Colour Options

Decals are provided for three schemes, two *Bundesmarine* in extra dark grey and white, the third being an Indian Navy example in their dark grey and sky scheme. I chose a *Bundesmarine* machine for this build, with standard drop tanks

Conclusion

Once complete, the clean lines of the Sea Hawk make for a pleasing model. Although there were some awkward elements during the build, it was definitely worthwhile. Recommended.



Big Handles

CAMMETT

Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

When the AEW Nimrod was being tested I heard rumours that the type was going to be renamed as the Toucan because two radars can work better than one, certainly it had a massive bill!

The AEW Nimrod was one of the great financial disasters that seem to beset the British procurement programme, with only the three prototypes taking to the air with the cost of the programme estimated to have exceeded a billion pounds. But remember that the specification set by the British government for this aircraft far exceeded any AEW system then in service and all of this was to be added to an already elderly airframe. Did they learn any lessons from the AEW Nimrod problems? Well not really as the reengineered and updated MR.4 Nimrod is well behind schedule and the future of the elderly fleet of MR.2s is currently the subject of much debate. Maybe we should just spend the money on an all-new purpose-built design rather than update an aircraft based on a design that is over 50 years old?

Ever since the Airfix Nimrod came out rumours abounded of an AEW conversion in the works and earlier this year there was a taster of the resin parts on the Cammett stand at a number of shows, now it is finally here but was it worth the wait?

Nimrod AEW.3 Conversion

Designed for Airfix

Price £24.95

On opening the very tough brown post-resistant box you find a number of bubble wrapped packages containing some beautifully cast resin parts. This conversion will add the distinctive bulbous radomes to the front and rear

fuselage. This of course will necessitate some quite major surgery to the kit parts which is clearly shown on the instructions. The nose radome is supplied as a single resin casting with virtually no cleaning up required but the tail is far more complicated. The main part is the very large replacement tail section; this casting has been cast around a balsa wood core in an attempt to minimise weight, but you will definitely need at least 75 grms of ballast in the nose to prevent the finished model tail sitting. To this resin tail section you add the new tail fin and tailplanes, both of which have positionable tail surfaces. A test fitting of these parts shows a very good fit and it is really going to be down to how good your surgery to the Airfix kit is that will decide the amount of filling you will need.

Now I have already mentioned the instructions and they are in the most part very clear, using a mix of plans, photos and text to guide you through the assembly process. One surprising omission is that there is absolutely no guidance on colours and markings carried by the three completed AEW aircraft or the position of aerials and the relocated pitot tubes. If you have web access this is not so much of a problem as a quick use of a search engine will find you a number photographs, but it is surprising considering the otherwise exceptional standard of the conversion.

Conclusion

I was very impressed by this set; the resin parts are produced to a very high standard and look to match the shape of the real aircraft perfectly. There are also some nice engineering touches which will help assembly like the use of



Nimrod AEW.3 Conversion

recessed dots on the joining areas of the resin parts to indicate which similar looking parts are designed for the left and right sides. No decals are supplied in the conversion but these should be easy to reproduce using the sets marketed by Model Alliance and of course you could always adapt the 8 Squadron markings from a Heller AWACS to represent the type in service!

If you want a really different Nimrod this is the only game in town and I just hope the designer and casters of this set are working on some further updates for the Nimrod (throw away 60% of kit and replace with resin and you have a MR.4) as well as the new Airfix Canberra family.

This conversion can be bought online from their website at www.cammett.co.uk or by telephone on 01544 388514.

SAMI

Stop Press:

We have been advised by Cammett that Model Alliance will be producing a new Nimrod decal sheet in 2008 that will include markings for an AEW.3 for use with this conversion.

Mustang Mods

CMK

Two new sets this month from CMK, the first is a detail set for the beautiful Tamiya P-51 Mustang in 1/72. As well as a complete replacement cockpit,

which includes a fret of pre-painted etched brass from Eduard, you are also supplied with separate control surfaces, weighted wheels and a new propeller and spinner. The second set is also in 1/72 and provides three Korean War Era USAF pilots. The figures are realistically posed, one appears to be signing the maintenance log of his aircraft, the second is ready for flight and looking up, and the third is in a more casual pose with his hands in his pockets.

1/72

P-51 Mustang Super Detail Set

Part No 7155

Price: £14.20

Designed for: Tamiya

USAF Pilots Korean War

Part No F72 110

Price: £7.30

Designed for: N/A



USAF Pilots Korean War

Conclusion

These sets are up to the normal standard from CMK, and the figures will be useful in giving scale to your completed Korean War Model. The Tamiya Mustang is a real state of the art kit but this new set adds detail that is just impossible to mould in injection plastic, and I defy anyone to paint a 1/72 instrument panel as well as the Eduard brass in this set.

CMK products are available in the UK from Hannants.

SAMI

P-51 Mustang Super Detail Set

Mirage Update

PJ PRODUCTIONS

When Eduard released their Mirage IIIC I thought this would be the start of a whole family of Mirage variants but so far they have only produced the original Atar engine with its eye lid exhaust. Now PJ Productions have produced a simple beautifully cast two part resin conversion to produce the Atar 9C as used by the Israeli Air Force. This conversion supplies



a replacement short tail section and a very

thinly cast and well detailed exhaust pipe. Fit to the Eduard kit is perfect with some simple surgery and finding markings will be no problem as these have been produced on Isra decal sheet No 34.

Conclusion

This is a really simple conversion which with minimum work will provide a striking addition to your model collection when combined with the Isra sheet.

In the UK all of the PJ Productions range is available from Hannants, while for other countries visit PJ Productions' website at www.pjproduction.net.

SAMI

Etch Rated

EDUARD

Some interesting news from Eduard this month, as they seem to be evaluating the marketplace and consolidating their range – just as a number of sets for older sets have been deleted, so we see some new arrivals for Academy's B-17.

Lots for new kits too, and Trumpeter's Hellcats are beginning to see the benefit in 1/32, with a couple of very comprehensive gun bay sets on A5-sized frets that will make an impressive job on either an F4F-5 or a 5N.

1/72

FMA IA 58 Pucara masks

Product No: CX206 Price: £4.10

Designed for: Special Hobby kit

BAe Nimrod masks

Product No: CX212 Price: £5.60

Designed for: Airfix kit

F/A-18C Hornet masks

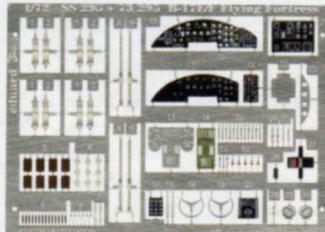
Product No: CX213 Price: £5.10

Designed for: Academy kit

B-17E/F Flying Fortress exterior

Product No: 72468 Price: £12.75

Designed for: Academy kit



B-17E/F Flying Fortress front interior

B-17F/G Flying Fortress bomb bay

Product No: 72471 Price: £12.75

Designed for: Academy kit

B-17E/F Flying Fortress front interior

Product No: 73295 (colour/self-ad) Price: £17.99

Designed for: Academy kit

Vickers Wellington Mk I

Product No: 73301 (colour/self-ad) Price: £16.95

Designed for: For Trumpeter kit

B-17E/F Flying Fortress rear interior

Product No: 73304 (colour/self-ad) Price: £17.99

Designed for: Academy kit

1/48

F/A-18D Hornet masks

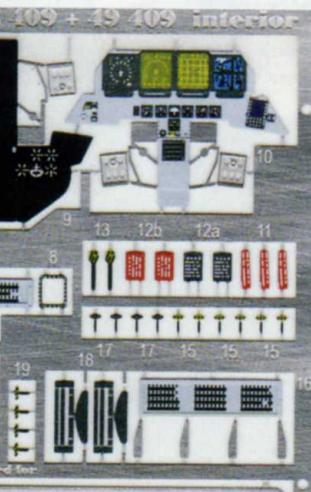
Product No: EX247 Price: £5.60

Designed for: HobbyBoss kit

A6M5c Zero Zoom

Product No: FE405 (colour/self-ad) Price: £5.60

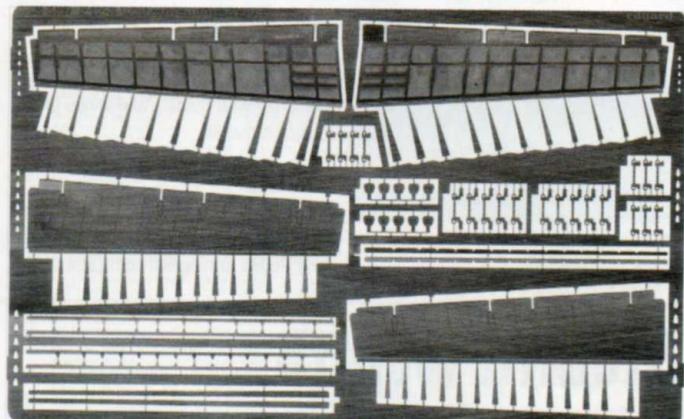
Designed for: Hasegawa kit



F-15E Strike Eagle

Eduard © 2008 Made in Czech Republic

F-15E Strike Eagle interior Zoom



F4F-3 Wildcat landing flaps

F-15E Strike Eagle interior Zoom

Product No: FE409 colour/self-ad Price: £6.65

Designed for: Academy kit

F6F-3 Hellcat Zoom

Product No: FE411 (colour/self-ad) Price: £5.60

Designed for: Eduard kit

F-15E Strike Eagle exterior

Product No: 48583 Price: £15.40

Designed for: Academy kit

F-15E Strike Eagle weapons

Product No: 48584 Price: £13.85

Designed for: Academy kit

F4F-3 Wildcat landing flaps

Product No: 48589 Price: £13.85

Designed for: HobbyBoss kit

A-10 Thunderbolt II armament

Product No: 48591 Price: £13.85

Designed for: HobbyBoss kit

A6M5c Zero

Product No: 49405 (colour/self-ad) Price: £16.95

Designed for: Hasegawa kit

F-15E Strike Eagle interior

Product No: 49409 (colour/self-ad) Price: £15.40

Designed for: Academy kit

F-15E Strike Eagle seat

Product No: 49410 (colour/self-ad) Price: £7.70

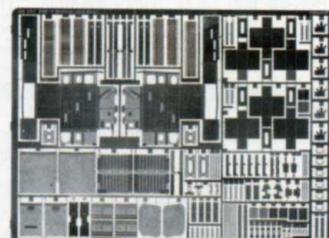
Designed for: Academy kit

1/32

F6F-5 Hellcat masks

Product No: JX068 Price: £4.99

Designed for: Trumpeter kit



F6F-5 Hellcat gun bay

P-51B Mustang

Product No: JX077 Price: £16.95

Designed for: Trumpeter kit

F6F-5 Hellcat gun bay

Product No: 32190 Price: £17.99

Designed for: Trumpeter kit

P-47D Thunderbolt engine

Product No: 32196 Price: £13.85

Designed for: Trumpeter kit

P-47D Thunderbolt placards

Product No: 32611 (colour/self-ad) Price: £6.65

Designed for: Trumpeter kit

If you haven't seen the difference some of these sets can make – particularly with some of the more visible cockpits – then you really should give it a try. With the best will in the world there are few modellers who can match the intricacy of the detail on the colour sets, and once again with a broadside like that on the 1/48 F-15E Eduard are putting the chicken before the egg and giving you a reason to chose the subject simply to allow you to use the etch.

Eduard's full range is available in the UK from Hannants and LSA, and in the US from Squadron.

SAMI

Pilot Scheme

ALLEY CAT

The latest releases from Alley Cat are a bit of a departure for them as instead of resin weapons or detailing sets they have produced three 1/48 World War One figures. Each is very distinctive in appearance and shows a high level of detail for the scale. Each comes with a small instruction sheet with a colour photograph of a painted figure plus clear assembly instructions.

**WW1 French Pilot**

1/48

WW1 RFC Pilot

Product: AC481F

Price: £5.50

This set supplies a moustached pilot figure wearing a Sidcot suit with fur collar linings and thigh length overboots

WW1 RNAS Pilot

Product: AC482F

Price: £5.50

This figure has a long RN flying coat over standard uniform trousers and shoes.

WW1 French Pilot

Product: AC483F

Price: £5.50

My favourite figure has a uniform jacket complete with medals and wings plus a choice of heads.

Conclusion

World War One is a real growth area at the moment with companies like Eduard and Roden turning out some stunning

**WW1 RNAS Pilot****WW1 RFC Pilot**

aircraft kits. These figures will be a perfect complement and I am very impressed with the distinctive outfits supplied for each service. All we need now please are some 1/48 German, Italian and Russian Pilots to complete the picture and then a scale up to 1/32

where I am sure they will sell well to figure modellers as well as us aviation types.

Items can be purchased from the A2Zee website at www.a2zeemodels.com

SAMI

Stealth Wealth

AIRES

Hornets and Super Sabres are the stand-out subjects for me this month but it was the F-117 Stealth Set that made my jaw drop. In the cockpit tub the throttle is moulded as part of the side consoles and I cannot figure out how Aires removed the cockpit tub from the moulds without breaking this part off. Most of the sets this month include small sections of etched brass produced by Eduard and again it is the brass from the Stealth set that stands out. The fold-down shields above the instrument panel have the yellow and black warning markings etched into the brass, and by the careful use of washes this should really stand out on the finished model.

1/72

FG.1 British Phantom Exhaust Nozzles

Product No: 7179

Price: £7.99

Designed for: Fujimi

F-14A Tomcat Exhaust Nozzles – Varied

Product No: 7184

Price: £7.99

Designed for: Fujimi

1/48

MiG-29 Fulcrum Airbrakes

Product No: 4365

Price: £6.60

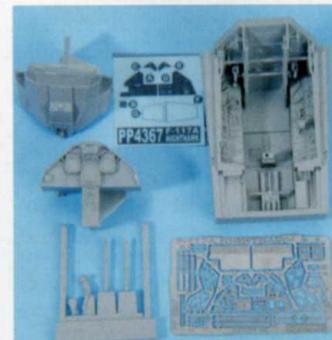
Designed for: Academy

F-117A Nighthawk Cockpit Set

Product No: 4367

Price: £7.99

Designed for: Tamiya

**F-117A Nighthawk Cockpit Set****F/A-18 Hornet Electronic Bay**

Product No: 4368

Price: £7.99

Designed for: HobbyBoss

F/A-18 Hornet Radar Antenna

Product No: 4369

Price: £6.60

Designed for: HobbyBoss

1/32

F-100D Super Sabre Cockpit Set

Product No: 2070

Price: £19.99

Designed for: Trumpeter

**F/A-18 Hornet Radar Antenna****F-100D Super Sabre Cockpit Set****F-100D Super Sabre Wheel Bay**

Product No: 2072

Price: £13.80

Designed for: Trumpeter

Conclusion

As always Aires resin is produced to a very high standard and the level of detail is superlative. A big bonus is that these sets are fairly priced so you will not break the bank even if you want to go to town on a 1/32 Super Sabre. The full Aires range can be found at Hannants and LSA models.

SAMI

Pipe-Fitting

QUICKBOOST

More incredibly nice and affordable resin parts from the budget Quickboost range. Most of the sets this month are replacement exhaust pipes and special mention must be made of the set designed to fit Dragon's Ju 188, which is an amazing piece of casting as it not only includes the fourteen hollowed-out pipes and their collector ring but also some large projections around the whole part to protect it from damage in transit, very clever.

1/72

Focke Wulf Fw 190D-9

Product No: QB 72 149 Price: £2.20

Designed for: Tamiya



Focke Wulf Fw 190D-9

Dornier Do 24T

Product No: QB 72 149 Price: £2.20

Designed for: Italeri/Revell

Wellington Mk 1c Early Exhaust

Product No: QB 72 151 Price: £2.99

Designed for: Trumpeter

Dewoitine D.520 Exhaust

Product No: QB 72 152 Price: £2.99

Designed for: Hasegawa

A-4 Skyhawk Exhaust Nozzle – Late

Product No: QB 72 150 Price: £2.99

Designed for: Fujimi

1/48

Spitfire Mk IX Control Sticks

Product No: QB 48 172 Price: £2.99

Designed for: N/A

F6F-3 Hellcat Undercarriage Covers

Product No: QB 48 174 Price: £3.99

Designed for: Eduard

F-15E Ejection Seats with safety belts

Product No: QB 175 Price: £5.25

Designed for: Revell

Junkers Ju 188 Exhaust

Product No: QB 48 176 Price: £5.25

Designed for: Dragon



Junkers Ju 188 Exhaust

Messerschmitt Bf 110 Radio Set

Product No: QB 48 177 Price: £2.99

Designed for: Eduard

A-4 IDF Skyhawk DEFA 30mm Guns

Product No: QB 48 178 Price: £2.99

Designed for: Hasegawa

Dewoitine D.520 Exhaust

Product No: QB 48 179 Price: £2.99

Designed for: Tamiya

P-47D Thunderbolt Engine – Early

Product No: QB 48 180 Price: £5.25

Designed for: Hasegawa

Conclusion

These sets offer a big improvement over the kit parts and by adding one of these

sets you will help to make your model look that little bit special for a minimal financial outlay.

The complete range is available from branches of Hannants and LSA Models.

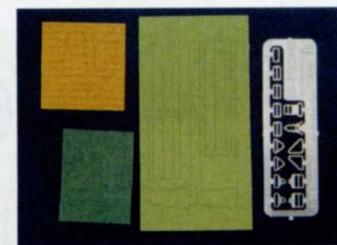
SAMI



P-47D Thunderbolt Engine – Early



Luftwaffe Seatbelts



Luftwaffe Seatbelts

1. Bf 109Ga-6, 334, Yellow 7, 15 April 1949. This aircraft has a dark green squiggle pattern over an overall light blue colour, while the wingtips, under nose cowling and tail band are painted in white. The national insignia is in roundel form with the national colours on the tail rudder
2. Bf 109Ga-6, 338, 1949. The white areas and national insignia are the same as option 1 but the camouflage is similar to that applied to Luftwaffe 109s a RLM 02/71 splinter pattern over light blue with a mottle camouflage along the fuselage sides
3. Bf 109Ga-6, 319, this aircraft is overall light blue with a red star national insignia with the national colours in roundel form in the centre

Luftwaffe Seatbelts

Product No: RB-P 32006B (Beige) Price: 4.50 Euros

Designed for: N/A

Luftwaffe Seatbelts

Product No: RB-P 32006O (Olive) Price: 4.50 Euros

Designed for: N/A

1/48

Bf 109Ga-6 Decal Sheet and Conversion

Product No: RB-D 48002 Price: 10 Euros

Designed for: Hasegawa

1/72

Bf 109Ga-6 Decal Sheet and Conversion

Product No: RB-D 72002 Price: 8 Euros

Designed for: Hasegawa

Conclusion

I am sure Radu really builds these sets for himself and just happens to have enough left over for the rest of us. His attention to detail is always first class and on items like the seat belts the finished product looks amazingly realistic.

Please note that the new RB shop is open and can be visited at the website at www.radub.com

SAMI

Gustav and Beyond

RB PRODUCTIONS

This month we have two more additions to RB productions' seatbelt range using a mix of pre-cut paper belts in a choice of colours and etched brass buckles and fittings.

The highlight however is a combined decals sheets and resin conversion to produce the IAR / Messerschmitt Bf 109Ga-6.

A total of 75 Messerschmitt Bf 109Ga aircraft were built under licence by IAR in Romania between 1944 and 1947. The first 15 airframes, with serial numbers 300 to 315, were Bf 109Ga-4 types. The



Bf 109Ga-6 Decal Sheet and Conversion

1/32

Bf 109Ga-6 Decal Sheet and Conversion

Product No: RB-D 32002 Price: 12 Euros

Designed for: Hasegawa/Revell

This set includes a pair of large resin bulges that simply glue into place on the Hasegawa/Revell kit, but the highlight is the decal sheet and it's very comprehensive instructions. As well as the normal colour profiles the instructions also include four black and white period photographs and informative text.

The decal sheet includes markings for three aircraft.

Luftwaffe Seatbelts

Product No: RB-P 32006B (Beige) Price: 4.50 Euros

Designed for: N/A

Luftwaffe Seatbelts

Product No: RB-P 32006O (Olive) Price: 4.50 Euros

Designed for: N/A

Azur
A087
MD - 311
Flamant
1/72

MPM Production
MPM72551
A-20G Havoc
"D-Day Havoc"
1/72

Hobby Annants
SH72155
P - 40F Warhawk "Short Tails over Africa"
1/72

Special Hobby
SH48080
D-558-1 Skystreak
1/48

Visit an official website & e-shop at www.cmkkits.com

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source: www.cmkkits.com
export@mpm.cz

Hobbies Australia
Australia source: www.hobbiesaustralia.com.au

Linden Hill Decals
France source: [@wanadoo.fr](http://www.wanadoo.fr/joseferandezma)

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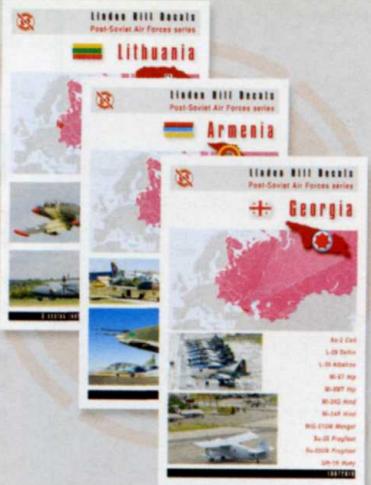
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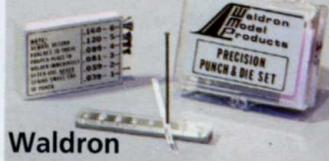
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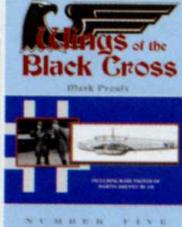


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Viper Town

TWOBOTS

This month we have a nice selection of modern jet aircraft from Twobots, primarily variants of the F-16, including some of the most striking F-16s ever produced and maybe even one of the most attractive camouflage schemes ever applied to an aircraft. This sheet is bang up to date as the F-16s of the 16th FS from Eielson AFB Alaska only received their aircraft in April 2008. This unit is an Aggressor squadron and some of their aircraft have an attractive banded camouflage in dark grey, light grey and white, which suits their wintry home base. This sheet was delayed slightly until the aircraft were delivered and painted with the correct pilot and ground crew names.

As with some previous Twobots sheets some contain markings for two scales, this time the Polish and Chilean F-16 sheets have markings for both 1/72 and 1/32 and so these sheets have serial numbers in both scale ranges.

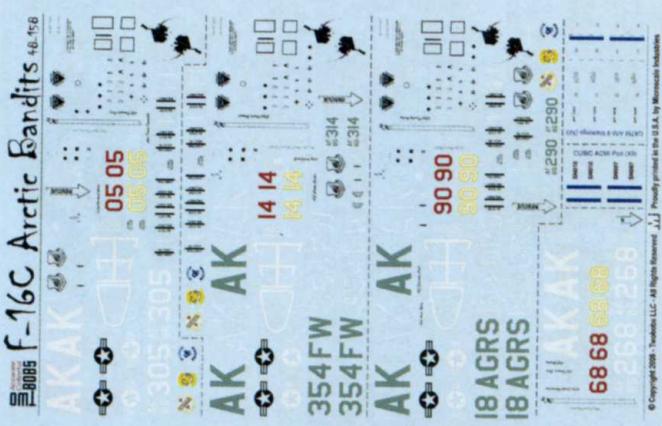
1/72

TB72-072 F-16A Arctic Bandits

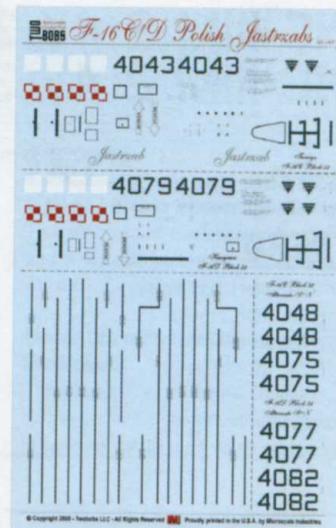
1. F-16C Block 30. 18th Fighter Squadron Eielson AFB, Alaska, April 2008



TB72-072 F-16C 'Peace Puma' Vipers



TB48-158 F-16C Arctic Bandits



TB48-166 F-16C Polish Jastrzabs

2. F-16C Block 30. 18th Fighter Squadron Eielson AFB, Alaska, April 2008
3. F-16C Block 30. 18th Fighter Squadron Eielson AFB, Alaska, April 2008
4. F-16C Block 30. 18th Fighter Squadron Eielson AFB, Alaska, April 2008

TB72-073/32-046 F-16C/D Polish Jastrzabs

1. F-16C Block 52 4043 Polish Air Force
2. F-16C Block 52 4075 Polish Air Force
3. F-16D Block 52 4077 Polish Air Force
4. F-16D Block 52 4082 Polish Air Force

TB72-074/32-047 F-16C 'Peace Puma' Vipers

This sheet enables you to produce any of the six F-16Cs or four F-16Ds delivered to the Chilean Air Force in 2006/7.

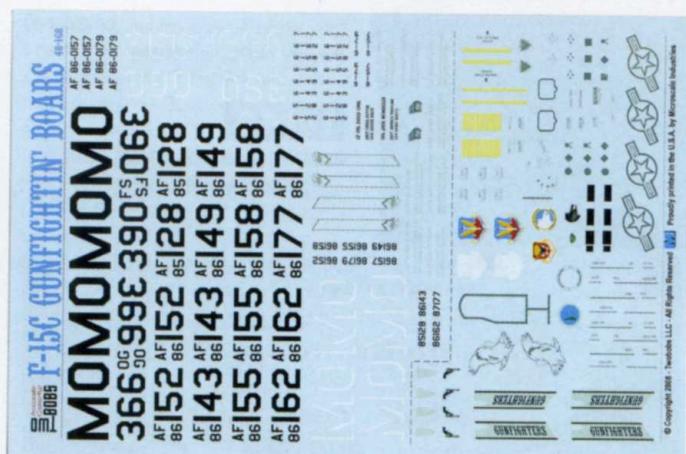
1/48

TB48-158 F-16C Arctic Bandits

Exactly the same as listed above TB72-072 but in 1/48

TB48-166 F-16C Polish Jastrzabs

Exactly the same as listed above TB72-073/32-046 but in 1/48



TB48-168 F-15C Gunfightin' Boars 390th Fighter Squadron, 366th Wing

TB48-168 F-15C Gunfightin' Boars 390th Fighter Squadron, 366th Wing

1. F-15C Eagle S/N 86-0179 366th Wing Jan 2008
2. F-15C Eagle S/N 86-0157 390th Fighter Sq. Jan 2008

TB48-169 F-15E T-Bolts Rule!

1. F-15E 90-0245 12th AF CC Jan 2007
2. F-15E 88-1705 389th FS CC Jan 2008

TB48-171 F-16C 'Peace Puma' Vipers

Exactly the same as listed below TB72-074/32-047 in 1/72 and 1/32.

TB48-173 F/A-18E All-American Kestrel

1. F/A-18E BuNo 1665899 March 2008

1/32

TB32-048 F-16C Arctic Bandits

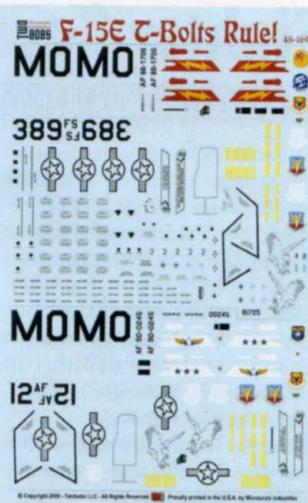
Exactly the same as listed above TB72-072 but in 1/32.

Conclusion

As is normal from Twobots these decals include excellent instruction sheets that supply clear art work and a number of thumbnail photographs of details on the real aircraft. The only problem I have with them is that on the F-16 sheets they just tell you which manufacturer produces the



TB48-173 F/A-18E All-American Kestrel



TB48-169 F-15E T-Bolts Rule!

F-16 but not the specific kit to use. This can get very confusing - as an example, although Tamiya are producing the F-16 you are not advised that to produce a block 30 you need to combine parts from their Block 52 and Block 35.

Items can be purchased online from the website at www.twobots.net or alternatively the range is available from both branches of Hannants.

SAMI

Night Lozenge

ORION MINIATURES

World War One modellers will be pleased to learn of a new company that will be specialising in this era. Their first release is a 6"x9" sheet of five colour night pattern lozenge camouflage suitable for a number of German machines including Friedrichshafen, Gotha, A.E.G., LVG, SSW, Hannover and Albatros built Staaken aircraft. The colours on the decals have been toned down for a scale effect and are based on information from many of the leading specialist journals on the subject.

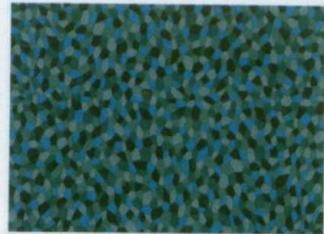
The decals are very well printed by Microscale, so of course are suitable for use with this manufacturer's range of setting solutions.

1/72**STA5PNT-1 German 5 Colour Night Lozenge**

This set contains one sheet of decals and is suitable for the smaller German Aircraft.

Limited Edition Staaken Camouflage Decal Set (6 sheets)

This set supplies six sheets to enable you to complete one Roden Staaken

**Conclusion**

One of my club members who specialises in WW1 aircraft said that these decals look spot on and I am not going to disagree. The only downside is that quality is not cheap with the single sheet costing \$16.95 and the Multi pack for the Staaken \$79.95, both prices include P+P.

Next up from Orion Miniatures will be a series of decal sheets focusing on the early period of Soviet Aviation, the Russian Revolution.

Items can be purchased online from the website at www.orionminiatures.com or via

SAMI

surface mail at Orion Miniatures Ltd, The Dundas West Arts Building, 2466 Dundas St West, Suite 407, Toronto, ON M6P 1W9.

Post Soviets

LINDEN HILL

The latest sheets from Linden Hill cover aircraft of the Post Soviet Air Forces of Lithuania, Georgia and Armenia. Each sheet covers a selection of subjects. The Georgian and Armenian sheets are in 1/48 and on the Lithuanian sheets the subjects are reproduced in a mix of scales depending on kit availability.

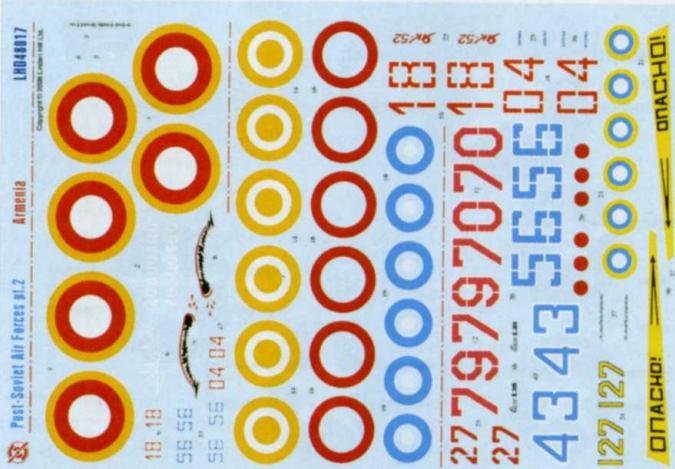
One thing I notice is that the instructions on these sheets are far superior to the ones supplied with the 1/32 MiG sheet I used a few years ago. As well as the normal colour profiles there are a selection of thumbnail photographs of each subject plus an informative history of each air force. The only room for improvement I can see is to include FS or paint numbers keyed to a manufacturer's range rather than the generic Dark Green, Light Blue colour descriptions. But this is not a major problem as the colour photographs should enable you to match the original colours fairly easily.

Multiple Scales 1/72 1/48 1/35**LHD72016/48016/35016 Lithuania**

1. An-2 Colt (1/72) Transporto Eskadriile, First Aviation Base Zoknioi/Siuliai

**LHD72016/48016/35016 Lithuania**

- Zoknioi/Siuliai
2. L-410 Turbolet (1/72). Transporto Eskadriile, First Aviation Base Zoknioi/Siuliai
3. L-39ZA Albatross (1/72 and 1/48). Naikintuvu Grandia, First Aviation Base Zoknioi/Siuliai
4. Yak-52 Max (1/72 and 1/48). Kyviskes Air Field
5. An-26 Curl (1/72). Transporto Eskadriile, First Aviation Base Zoknioi/Siuliai
6. Mi-8MTV Hip (1/72 and 1/35).

**LHD48017 Armenia**

Sraigsparnia Eskadriile, First Aviation Base Zoknioi/Siuliai

1/48**LHD48017 Armenia**

1. Su-25K Frogfoot Red 18
2. Su-25UBK Frogfoot Red 70
3. Su-25 Frogfoot Red 79
4. Su-25K Frogfoot Red 18
5. Mi-24V Hind Blue 43
6. Mi-24P Hind Blue 56
7. L-39C Albatross Red 04
8. Yak-52 Max Red 27
9. Yak-52 Max Yellow 127

LHD48018 Georgia

1. Bell UH-1H Huey Black 24
2. Bell UH-1H Huey Black 21
3. Mi-24 White 01
4. Mi-24P White 10
5. Aero Vodochody L-39C Albatross Blue 74

6. Aero Vodochody L-29 Delfin Blue 01
7. Su-25 Blue 16
8. MiG-21UM Mongol Red 27
9. Su-25UB Blue 20

Conclusion

These sheets will make an interesting selection of types in some very attractive schemes and I bet some of the national markings will cause some head scratching when you put your completed model on display. Special mention must be made of the crests supplied on the Armenia sheets for one of the Su-25 Frogfoots - never have I seen gold so perfectly reproduced and in register with other colours as depicted on this sheet.

These decals can be purchased online with the rest of the Linden Hill range from their website at www.lindenhillimports.com

SAMI

**LHD48018 Georgia**

Commonwealth Planes

AIMS

A bit of a departure from their normal subject matter, Aims newest sheet covers aircraft flown by the UK and Commonwealth operating during the Korean War. This release covers a wide selection of types from the Short Sunderland to the Mustang and of course no sheet covering the Korean War would be complete without at least one F-86 Sabre.

1/72

72D015 UK and Commonwealth in Korea

1. F-51D Mustang A68-720 77th Sqn RAAF
2. F-51D Mustang 361 2nd Sqn SAAF
3. Gloster Meteor F.8 A77-862 77th Sqn RAAF
4. F-86E Sabre 614 2nd Sqn SAAF
5. Short Sunderland Mk 5 SZ599 88th Sqn RAF
6. Sea Fury FB.11 VX730 805th Sqn HMAS Sydney

Conclusion

I am really pleased that someone has looked at the Korean War and decided to

produce some non-American subjects – a field that is normally overlooked. The decal sheets are well printed and the full colour instructions clearly show the decal placement.

This sheet, along with the rest of the Aims range, can be purchased in the UK from Hannants.

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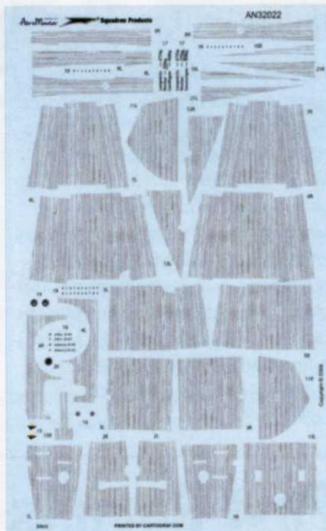
Sky High Ply

AEROMASTER

Now Squadron are behind the Aeromaster range we can look forward to more releases integrating with the various products they carry. Certainly this very welcome new batch has some items designed for Roden's kits, and we can but hope that Squadron's links with some of the Czech manufacturers will see some interesting releases in the future for subjects that have not previously typified the Aeromaster range.

1/32

Albatros D.I - D.III Woodgrain Pattern Decals AN32022



1/72

Albatros D.I - D.III Woodgrain Pattern Decals AN32022

Conclusion

Both sheets feature nicely printed wood grain to cover one aircraft in their respective scales, and include a

diagram for placement.

A highly effective and straightforward way to enhance your models. Aeromaster decals are available worldwide from www.squadron.com

SAMI

In Action Stations

EAGLE STRIKE

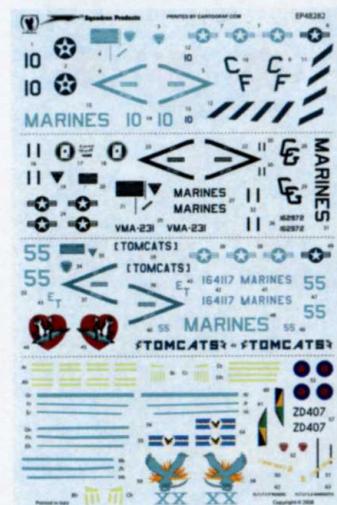
Squadron are now marketing Eagle Strike, as well as Aeromaster, and the latest releases confirm that the quality we have come to expect from the range is continuing. Two new 1/48 sets have arrived, and we are particularly pleased to see both the AV-8B and the Harrier GR.7 sharing a sheet together.

1/48

48282 AV-8B & GR.7 Harrier

Subjects featured in AV-8B Harrier in Action:

1. GR.7, ZD407, 20(Reserve) Squadron, RAF Wittering



2. AV-8B, 162972, VMA-231 Cherry Point, spring 1991
3. AV-8B, 164117, VMA-311 Night Attack, Marine Expeditionary unit with Tomcat tail emblem
4. AV-8B, VMA-211 Night Attack, with commemorative Wake Island star

48283 P-47 Thunderbolt

Subjects featured in P-47 Thunderbolt in Action:

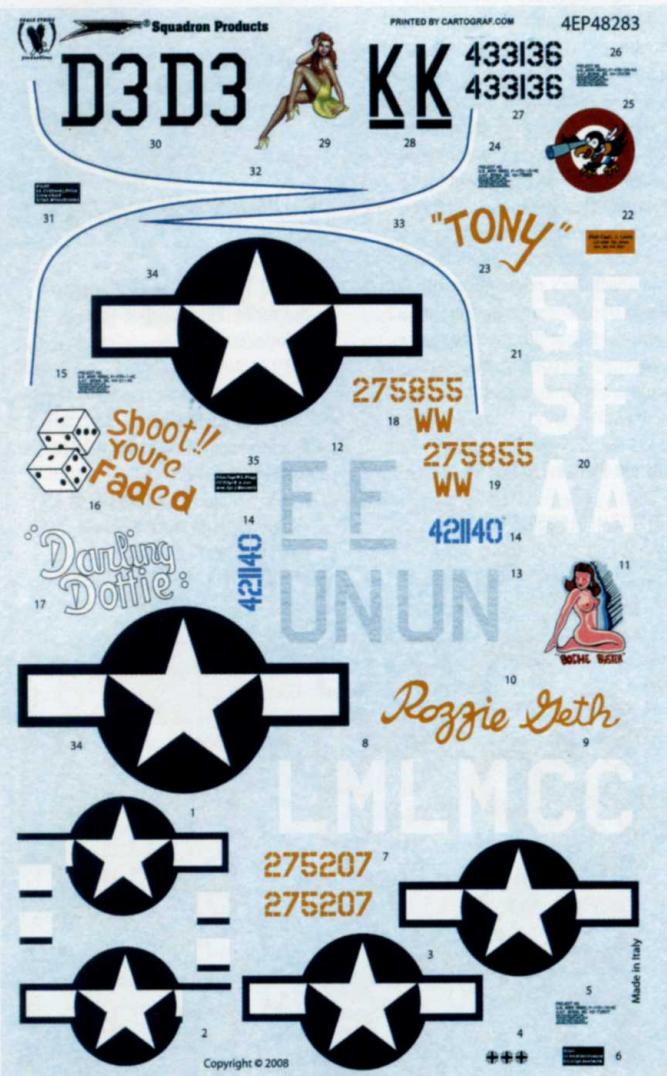
1. P-47D-30RE, 397th FS, 368th FG, Frankfurt 1945. Natural metal with medium blue nose and yellow fin tip
2. P-47D, 42-75207 Boche Buster, 62nd FS, 56th FG, RAF Halesworth 1943. Olive Drab over Neutral Grey
3. P-47D, 42-75855, Tony, 5th Emergency Rescue Squadron, RAF Boxted, 1944. Olive Drab over Neutral Grey
4. P-47M-1, 44-21140, Darling Dottie, 63rd FS, 56th FG, RAF Boxted 1945. Dark and Medium Blue over Azure Blue

Conclusion

Very high quality products, and both are designed to accompany Squadron/Signal publications – an idea we can only commend, as all too often linking decals to reference sources is difficult. With Squadron now manufacturing books, decals and resin in house, as well as their own 'Czech Models' kits, we can look forward to some useful co-ordination of resources! About that Hawkeye chaps...

Available worldwide from www.squadron.com

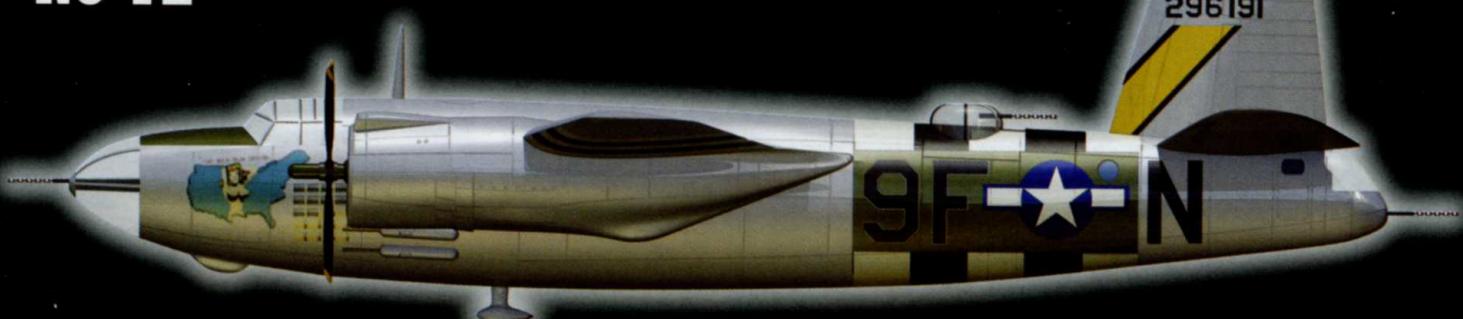
SAMI



48283 P-47 Thunderbolt

Modellers Profile

No 12



B-26B 42-96191, 9F-N, 'Milk Run Express,' 598th BS, 397th BG. This particularly attractive machine is in overall natural metal with invasion stripes, and an Olive Drab patch left around the codes when the paint was stripped off. This aircraft appeared in 1/48 originally on Aeromaster sheet 48-414, but is currently available on sheet 48-626

in association with

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Japan

'Fat-Bottomed Girls'

The Martin B-26 Marauder

by Jack Trent

The first and most crucial thing we need to remind ourselves, before becoming embroiled in the type, is to differentiate between the two B-26s. After 1948, B-26 was the designation given to the former A-26 Invader, the waspish tail-heavy aggressor, associated with speed, power, and post-war dash. Our interest here is in the tubby barrel-fuselage Marauder, the busy twin unjustly remembered by many as the 'Widowmaker,' on account of the high rate of accidents experienced by early variants on take-off. That the aircraft's latter service saw it achieve an enviable low rate of loss has been overlooked, and it is one of those unmourned medium bombers whose name we may be expected to recall, but whose work may not be of sufficient interest to warrant the attention of the great majority.

Our B-26, then, was an American World War II twin-engine medium bomber built by the Glenn L. Martin Company. Well over 5,000 entered service between 1941 and 1945, of which some 500 were flown by the RAF and South African Air Force.

Glenn Martin was awarded the contract in 1939. No prototypes had flown prior to this acceptance and when the first aircraft came off the production line in late 1940 testing commenced immediately. Deliveries to the Army began in 1941 with the second aircraft built.

Initial problems with the type centred on take-off and landing, due to the small wing area and subsequent high landing speed, and some early aircraft suffered undercarriage failure resulting in a

temporary grounding of the Marauder while the problems were investigated. Further difficulties arose from the Curtiss electric pitch change mechanism in the propellers, which required a very high degree of maintenance. Failures in this area could lead to the prop disintegrating, or a loss of power in one of the engines during take-off, and a number of machines were lost as a result, a situation exacerbated by the need to accelerate crew training once the US entered the war, and the resulting need to put the machine in the hands of inexperienced pilots.

Pilot training continued, and the situation seemed to worsen, and in 1942, a Senate special committee investigating defence contract abuses



A well worn US Army Air Force B-26B with D-Day invasion stripes

looked into the matter. Senator Harry Truman and others, arriving at the Avon Park Army Air Field were greeted by the still-burning wreckage of two crashed B-26s, and Truman's subsequent criticism of both the aircraft and Glenn Martin was unequivocal. The aircraft, still unproven despite some initial success with the 22nd BG, earned a variety of colourful nicknames including the 'Flying Coffin,' the 'Martin Murderer,' and, one particularly pleasing sobriquet, 'Flying Prostitute,' as it was suggested that it had no visible means of support – a



A B-26B bomber in flight somewhere over the United Kingdom

reference to its small wings.

Time and experience improved matters. The addition of the dorsal turret also solved some of the stability problems caused by weight distribution, and the aircraft went on to see extensive service in the Pacific, Mediterranean, and European theatres. The first overseas deployment saw the 22nd BG fly their aircraft from Hawaii to Australia, where they were based on Townsville in Queensland, flying missions initially against Rabaul and other targets, with refuelling stops in Port Moresby, while subsequent operations saw them used in action at both the Battle of the Coral Sea and Midway.

Most later marks of the aircraft saw service in Europe and the Mediterranean, with the 320th Bombardment Group entering combat with the aircraft in April 1943 in north Africa. The aircraft saw service up until May 1945 with both US and British forces, and saw action against the D-Day beaches during the Normandy invasion.

A mass of increasingly significant changes were made to the airframe throughout production, and a precise examination of all the many sub-variants

would require far more space than this brief introduction allows. Chief marks included the B-26A, which was the initial design, incorporating production line changes including upgrading of armament. This was operated by the RAF as the Marauder Mk I. The B-26B saw a number of further changes to armament and powerplant, until the B-26B-10, and subsequent blocks, which saw significant changes made to the airframe, including an increased wing area, outboard flaps, and a heightened vertical stabiliser. The armament was increased from six to twelve .50 calibre (12.7 mm) machine

General Characteristics

Crew:	7: 2 pilots, bombardier, navigator/radio operator, 3 gunners
Length:	58 ft 3 in (17.8 m)
Wingspan:	71 ft 0 in (21.65 m)
Loaded weight:	37,000 lb (17,000 kg)
Maximum speed:	287 mph (250 knots, 460 km/h) at 5,000 ft (1,500 m)
Combat radius:	999 nm (1,150 mi, 1,850 km)
Service ceiling:	21,000 ft (6,400 m)
Armament	
Guns:	12 × .50 in (12.7 mm) Colt-Browning machine guns
Bombs:	4,000 lb (1,800 kg)

guns in the forward section to equip the aircraft for strafing missions. The tail gun was upgraded from manual to power operated and armour was added to protect the pilot and co-pilot.

The CB-26B was a transport conversion, 12 of which were operated by the Marines, while the B-26C was the designation assigned to those B-26Bs built in Omaha, instead of Baltimore. These received the same modifications as the B-26B, and saw service with the RAF as the Marauder Mk II. Further aircraft received designations as training and testbed machines, but the next significant change saw the B-26F appear in February 1944, with the wing angle of incidence increased by 3.5°; and further modifications to armour and armament. This variant was used by the RAF as the



A close-up view of a Martin B-26C in flight showing the formidable forward armament

Marauder Mk III. Finally, the B-26G appeared as a B-26F with standardised interior equipment, and a small number

were also converted into Navy photo-reconnaissance aircraft as the JM-1P.

The B-26 is a classic example of a weapon at war. Conceived and designed in the last moments of an unstable peace, rushed into service relatively untested, it was tweaked and adjusted throughout its production until its abrupt dismissal towards the war's end. Despite its early misfortunes it seems to have been honed into an effective and useful weapon, and while lacking the glamour of many of its contemporaries, its buxom curves have an appeal of their own to the modeller. It has been well covered in the smaller scale, but it is to be hoped that someone somewhere will view kindly its rounded form and tool up in 1/32 to give us a real canvas for some of that astonishing nose art in which the American Bomb Groups seem to have



B-26G Marauder at the National Museum of the United States Air Force – one of the few remaining B-26's in the World

taken such delight. Mosquitos and Flying Pencils may appeal to some, but if you like a little more meat on the bone, the B-26 has enough character for two, and a combat record that is both workmanlike and worthy of respect.

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Flak Bait

by Andy McCabe

The B-26 in 1/72

Presentation can speak volumes, in most cases, on the quality of the product. Hasegawa's presentation of their kits oozes quality and the contents of the box do not let the exterior artwork down. Eleven sprues of immaculately moulded plastic, a full self-explanatory instruction booklet and a superbly printed decal sheet greet the modeller upon removal of the tasty box lid. The grey sprues contain a mass of parts that have recessed panel lines and exquisite detail, the clear sprues are crystal clear and unusually have the tailplane parts moulded on them.

The Eduard set provided for this review truly complements the kit, and although there is already a high level of detail in the plastic the two etched metal sheets will top it all off, especially as one of these is pre-painted and, best of all, self adhesive.

Construction

The cockpit is the starting point. There is a decent amount of moulded detail to the kit parts, some of which needs to be removed to allow the etched parts to be

fitted. The seats do not have moulded seat belts but these are catered for in the etched set and are comprehensive assemblies in their own right that need to be built up prior to fitting, being part of the pre-painted sheet, and also self-adhesive in part so there is not a lot of work involved in their assembly.

The kit instrument panel is replaced by a two-part etched, pre-painted, self adhesive assembly. The self-adhesive parts mean that no glue is needed, which then means that glue does not fill the instrument dial holes or fog the parts – excellent!

Other etched parts replace the side wall panels, rudder pedals, rear bulkhead panels and parts, crew access hatch, seat frames and the throttle quadrant panels and levers. The kit parts for the throttle quadrant have some very nicely moulded levers on them, so some of these were left in place while others were replaced from the etched sheet – compromise is the key word here.

The raised panel detail was removed on the throttle quadrant and replaced with the self-adhesive, pre-painted etched parts.

Painting the cockpit proved to be



quite a challenge due to the references I had found regarding the interior colours of the aircraft. It appears that the Martin Aircraft Company did not use the zinc chromate primer on all interior surfaces of the B-26, but only crew stations were painted as such, and even then it varied from aircraft to aircraft - some had natural metal side walls with random Zinc Chromate frames and others were Zinc Chromate throughout as the kit instructions depict. I had decided at the beginning to model the B-26B Flak Bait and my research was based on this.

The forward fuselage of Flak Bait is preserved at the Smithsonian National Air and Space Museum in Washington, and IPMS Stockholm have an excellent article on their website on the interior colour schemes of US Aircraft during WWII. The painting of the model relied heavily on this article and images of Flak Bait at the NASM, therefore the side walls below the lower canopy edge were painted with Humbrol 226 Interior Green with Matt Black above the lower canopy edge, the floor, throttle quadrant, rear bulkhead, pilot and co-pilot seat backs and frames, and control columns were also matt black.

With the addition of the etched parts the detail is very impressive, though unfortunately will largely be unseen when the canopy is in place.

The bomb bay is the next sub-assembly to be tackled, and the kit parts have very nice raised detail that will benefit from careful painting, although again the colour of this area is open to interpretation as it appears to have varied from aircraft to aircraft. Reference images showed this area to be in natural metal on some machines, including Flak Bait, so that is how the model was painted.

The .50 caliber nose, dorsal, waist and tail machine guns have plenty of etched ammunition belts to attach as well, and when finished they do look very authentic and greatly improve the standard kit parts, although again a lot of this extra detailing is almost invisible after the model is completed.

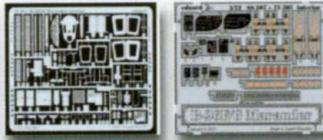
With all sub-assemblies completed it was time to insert them into the fuselage halves. The bomb bay incorporates spars for the wings, which slot through each fuselage side, and this method provides both a positive location for the bomb bay and each wing. It was now starting to come together very nicely and once all parts were inserted into one of the fuselage halves the level of detail was amazing and well worth the time and effort taken to get to this point.

Supplied with the kit on the clear sprue is a little assembly that fits below



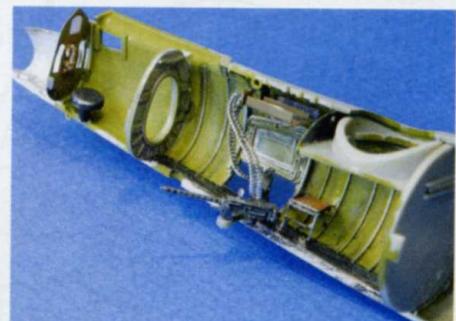
B-26B/C Marauder

Scale: 1/72 Kit No: 00556
Price: £23.99
Type: Injection Moulded Plastic
Manufacturer: Hasegawa
UK Importer: Creative Models/Amerang
US Importer: Stevens International



B-26F/G Marauder Interior

Scale: 1/72 Set No: #73307
Price: £13.50
Type: Etched Brass detail set including pre-painted self-adhesive parts
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron



the tail after the model is finished to stop it from being a tail sitter. This was never likely to be used as behind the cockpit bulkhead is a large void where the navigator/radio operator would sit, and there are no kit parts or detail in this area so it constitutes a prime location to add weight to prevent tail-sitting.

The wings are simple two-piece assemblies, whilst the tail and tailplanes are made up from two vertical and three horizontal tailplane parts. The three horizontal tailplane parts are moulded in clear plastic, which I assume is due to the two small windows on the upper one-piece tailplane part, which are shown quite clearly on the plans and require masking at this stage.

The engine/main landing gear pods are up next. Each pod has a three-part Pratt and Whitney Radial engine incorporating raised detail that shows up nicely after a dark wash and a spot of dry brushing. Once the cowls are in place only the front of the engines are visible so any additional detail would be lost.

There is plenty of detail in the wheel wells, and once again the colour that this area was painted – or not – appears to vary, so I opted for the natural metal finish whereas the instructions state interior green/Zinc Chromate. The wings slot onto the tabs from the bomb bay very neatly with no filler needed along the joints with the fuselage. The tailplane assembly slots onto the upper rear fuselage, but take care here to ensure that the fin assembly is glued into place vertically, as there is room for error.

The engine pods are a nice tight fit on their respective wing mountings and again no filler was needed.

After masking the canopies, the model was ready for spraying. All open orifices were plugged and an overall coat of primer was applied. A few sink marks and gaps were filled then a coat of Humbrol Polished Aluminium 27002 was sprayed over the entire model and left to fully dry for at least 24 hours.

When the silver paint had fully cured a coat of Neutral Grey (Humbrol 126) was applied to the lower fuselage and under surfaces of the wings and tailplanes and at the same time both sides of each of the undercarriage bay doors, as I had read this practice was common on this aircraft.

The wavy demarcation line was masked off and a coat of Humbrol 155 Olive Drab was sprayed onto all upper surfaces, then when dry another coat that had been lightened with matt white was applied to all upper fuselage and wing surfaces that were likely to have been affected by sunlight, as Flak Bait was a heavily weathered aircraft by the time she had completed her tours of duty. When these had fully cured paint was chipped off certain areas such as leading edges and engine cowls revealing the silver paint below. Tamiya smoke was then lightly sprayed onto the under surfaces of the engines and wing/tail surfaces and the upper wing surfaces alongside each engine. After the decals were applied Tamiya smoke was again lightly sprayed over them to dirty them up a bit as they stood out as too clean against a grubby well worn aircraft.

I used Micro Kristal Klear on all of the small window openings as I did not want adhesive ruining the paint scheme. This dries beautifully clear and it can be guaranteed to lie flush with the fuselage and not protrude as some clear plastic parts can.

Construction was nearly finished. The landing gear was fixed into position, the crew access ladder was glued in the deployed position, then finally the 4 x 1,000lb bombs were fitted into the bomb bay and the job was done.

Colour Options

Three decal options are supplied with the kit:

- B-26B-50MA, 441st BS 320th BG Italy 1944 (Miss Manchester) Neutral grey under surfaces, Olive Drab upper surfaces.

- B-26C-45MO, 495th BS 344th BG France 1944 (Barracuda), Silver (Natural Metal) all over.



replicate the colours the best I can but I am in no doubt that there will be errors and offer apologies for any inaccuracies.

The kit itself is a wonderful piece of model engineering, enhanced to no small degree by the Eduard etched set, and the combination of the two create a very intricate, well detailed model of the B-26 Marauder.

I have probably expended a great deal more time on this kit than any other for quite a while, partly due to the myriad of etched parts to be cut, bent, then fixed into position, but the time was very well

- B-26B-25MA, 499th BS 332nd BG Belgium 1945 (Flak Bait), Neutral grey under surfaces, Olive Drab upper surfaces.

spent and effort was spared by the quality of the Hasegawa plastic parts. The fact that virtually no filler was needed bears testament to this.

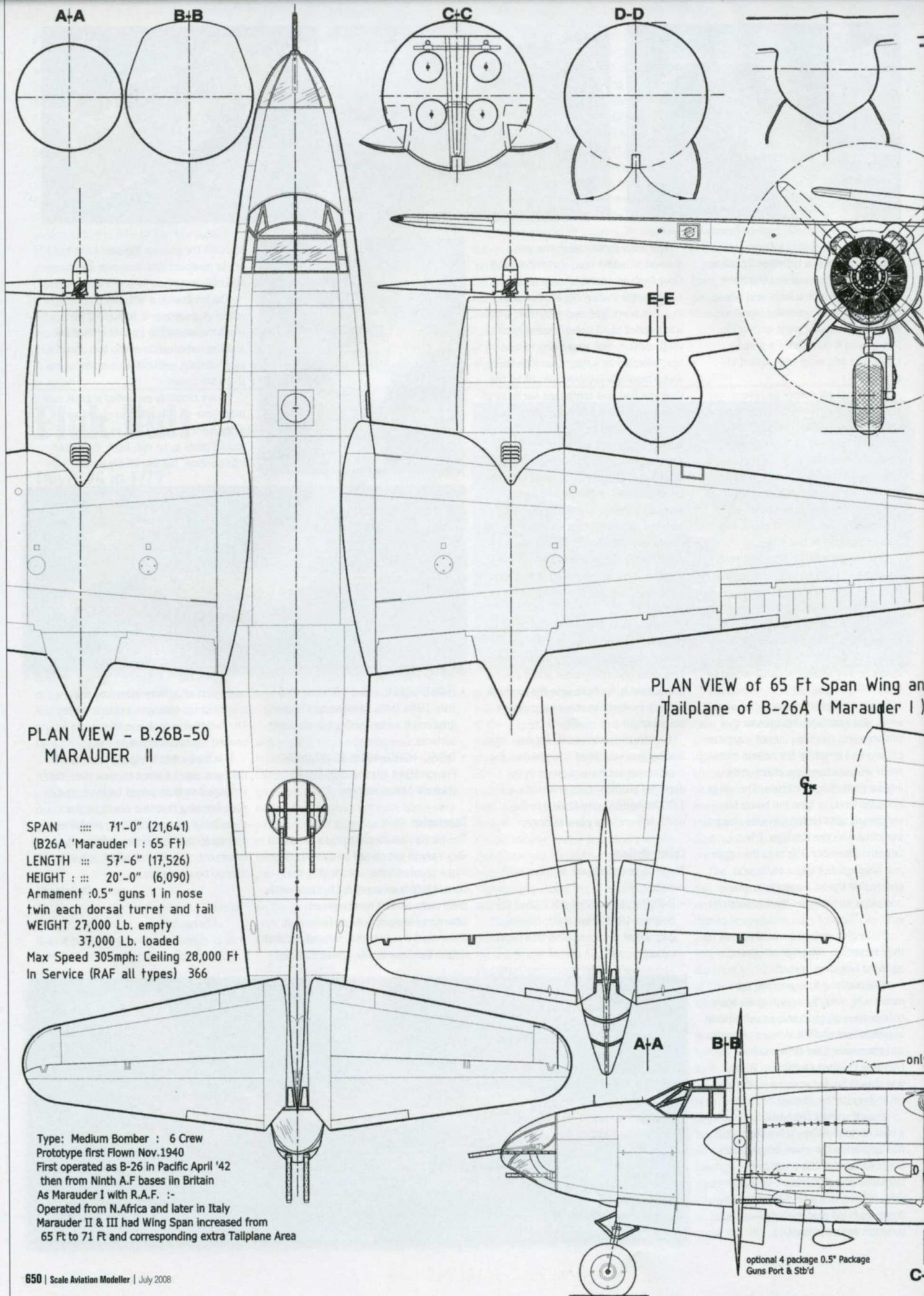
It is a pity that the great majority of the extra detail cannot be seen once the fuselage has been joined together, and even knowing that this would be the case, it still does not stop us modellers spending countless hours detailing the innermost parts of an aircraft. What a strange breed we are.

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Conclusion

The kit was an absolute joy to build and very easy to get carried away with. The major problem I had was finding the correct colour schemes for the interior as there were conflicting references wherever I looked, but I am sure that there must a publication somewhere that details this specifically. I have tried to





MARTIN B-26A & B-26B-50 'MARAUDER'

FRONT VIEW - B.26B-50

PRATT & WHITNEY R-2800-43
Double Wasp 2000 Hp 18 Cylinder radial Engine

UNDER-PLAN - B.26B-50

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PORT SIDE B.26B-50 = MARAUDER II

E-E

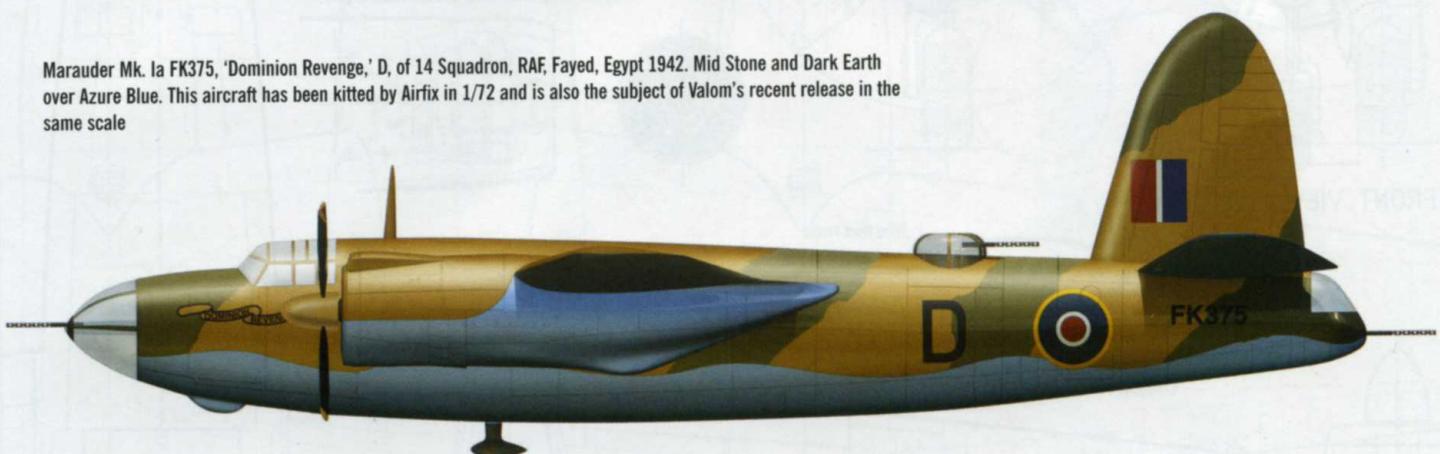
SCALE 1 : 72

B-26 Marauder

B-26B 41-31773, PN-O, 'Flak Bait,' 449th BS, 332nd BG. Olive Drab uppers over Neutral Gray undersurfaces. This aircraft is featured in Hasegawa's 1/72 kit, while in 1/48 Aeromaster's sheet 48-626 also depicts the aircraft – both at a later point in its long career, with a considerable tally of mission markings



Marauder Mk. Ia FK375, 'Dominion Revenge,' D, of 14 Squadron, RAF, Fayed, Egypt 1942. Mid Stone and Dark Earth over Azure Blue. This aircraft has been kitted by Airfix in 1/72 and is also the subject of Valom's recent release in the same scale



B-26C 41-31819, DR-X 'Mild and Bitter,' 452nd BS, 327th BG, Great Saling, Essex, 1944. Olive Drab uppers over Neutral Gray undersurfaces. This aircraft is covered in 1/72 by Airfix kit 04015, providing a fitting subject for the superb boxart



B-26B 42-96132, X2-A, 'Beef Eater,' 599th BS, 397th BG, Rivenhall, Essex. Natural metal all over, with olive drab anti-glare panel and invasion stripes



Colour Art © 2008 John Fox

'I've Started So I'll Finish!'

A hands-on modelling story

by Brian Derbyshire

When Frog released their B-26 Marauder kit in the early 1960s, I built it straight from the box. I found (with some effort) some star-and-bar transfers to replace the RAF markings supplied, but had to hand-paint the codes, serials and tiger-striped tail band. I considered myself well satisfied at the time.

By 1976, though, my standards had improved, and so had the quality of information available; so when one of the foremen walked into the drawing office with a brand-new Frog B-26B which he wanted me to build for his nephew, I offered him a straight swap. A win-win deal – or so I thought!

By that time I had the Duval & Lloyd drawings, courtesy of *Scale Models*, and shortly thereafter I also got access to the



firm's new scaleable Xerox, to convert same to 1/72. Laying the kit on the drawings was a huge disappointment, however. I have since found that Frog kits of that vintage were based on the scale drawings published by *Model Aircraft Magazine*, which were drawn largely 'by eye' and really fit only for flying models. My new acquisition had a wing, fin and tailplane about half-way in size between those of the early and late B-26s, a fuselage which was too long and too fat, tiny blisters where the engine air intakes should be, an undersize nosewheel well, and many other dod details. Oh well - I was brought up to waste absolutely nothing!

Another look at the wing showed that I could produce the original 65ft. span version by shortening the outer panels and adjusting the taper – which was kinked like a Ju 88's anyway. I could keep the tips, and with a bit of cut-and-fill also save the ailerons. The rear turret was poor too, so why not do an early B-26B with the long tailcone and hand-held guns? Indeed, why not a B-26A, or better still a 'just plain' B-26, which had small engine intakes? (All these versions were infamous for suffering from 'Starfighter Syndrome' long before the malady got its modern name!) By the time lunchtime – which was for modelling in those days –

was over, I was convinced.

By the end of the month I was well on the way. The wings were largely complete, the engine air intakes had proper holes in the front (courtesy of a spare torpedo) and the fin had had a diagonal slice removed so I could reduce the height without losing either the root chord or the rudder hinges. I'd beefed up the flimsy main U/C legs and taken chunks out of the tailplane roots and



then it all stopped dead. I got another job, packed it all up and left. The 'just plain' B-26 stayed in its box for several years.

Eventually it resurfaced, though only for short intervals between other projects and as a talking-point on my SIG stand at the IPMS Nationals. About 1995 I took my courage (and a big saw) in both hands, and started hacking the fuselage. It needed to lose about 10mm in length, plus some girth from amidships; so, after careful checks of my drawings, I removed one slice from just ahead of the wing and another from just ahead of the trailing edge. The central fuselage section was then trimmed along the top and bottom



joint lines, with lots of grinding against sheets of sandpaper, plus bending, adding robust bulkheads, and rebuilding the root trailing edges. Then came filling, sanding, and priming – several times: you all know the drill! The tailcone started life as an Islander nosecone, and the rear glazing was plunge-moulded over a balsa master. I found an article about Marauder interiors, and scratch-built floors and bulkheads, incorporated spares-box seats, and replaced all the little windows. By now it was past 2004: I can tell, because that's when I got the camera.

I'd built lots of P-47s, using replacement engines with fighter-style magnetos, so the Hasegawa spares went into the Frog cowlings. I realised that the gaping holes in the nacelles were not past improvement, even at this late stage. The undersized wheels were replaced with modified items from Airfix's B-25 and Hellcat, guns came from Revell's strafing B-25 and Aeroclub and Jean Desprez's resin propellers and Airfix Mk IX Spitfire spinners joined the party. The original main transparencies were retained; once cleaned up, and with a bit of scratch-built detail in the turret, they turned out surprisingly well.

The '26 is of course a determined tail-sitter. I started to make the nose bulkheads etc. out of sheet lead, but there wasn't going to be enough of it, and anyway the main gear lower legs remain very weedy. Rather than replacing them with wire, I took advantage of the variant's centre-line hatch to use a near-authentic ladder as a prop. So far the U/C has survived, though the trip to the last

York & District meeting left me with a propeller blade to replace!

The nose art – Sourpuss – and serial were constructed by computer, yellow on modified brown to match OD paint, and printed on white decal film. The name was laid down in a nearly-suitable font; each letter was then scaled and positioned individually, and modified as necessary by adding extra twiddly bits from scratch. The serial, of a size I've never seen on commercial decal sheets, was also made up from scratch – useful thing, TurboCAD! It has to be said that the results, once applied, were too fuzzy (it's only a 300dpi printer after all) and the OD didn't match. But it was still worth the effort, because overpainting was a darn sight easier than painting freehand!

The end result is one of 22 BG's originals, or at least very early



replacements, as operated from Australia and Port Moresby. (They were going as far as Rabaul, doing a B-17's job because there were not enough B-17s.) At this time the only modification was the extra 0.50" gun in the nose; bigger waist windows came later. Sourpuss went on to a long, much-modified, and eventually frustrating career: see *Squadron/Signal In Action No.50*, and Roger Freeman's *B-26 at War*, relying on the photos rather than the artwork of course.

Naturally, now I've finished this thirty-plus year saga, Valom have announced a set of early B-26s. As to the fit and design of the kits, I am not yet in a position to comment, but I have my model, I'll vouch for it, and at least I have the satisfaction of saying I did it my way...



Modelling the B-26

Until very recently the B-26 was a much under-kitted subject, and it is only in 1/72 that the aircraft has latterly come to be represented in fitting style. Certainly the Hasegawa kits are superb, and the new Valom offerings depicting early marks will be welcome additions to the B-26 canon.



Older 1/72 kits, such as the FROG, Matchbox, Monogram and Revell offerings may now be regarded as out of date, although the Airfix kit was certainly one of the better later toolings, and will build into a very decent model. This is by far the easiest of the earlier kits to find, and may be a popular choice for those thrifty modellers not wishing to pay for the Hasegawa kit – a strange notion of economy some purists may think – but it has avoided the famous rivets that typify earlier kits from this source, and has considerably more parts – 146 in all – than many kits of this vintage, including a full internal bomb load.



There are a number of reissues of earlier kits in a variety of box designs, but Hasegawa and Valom have, between them, provided a modern solution to most B-26 problems, and these will almost certainly be the preferred choice of modellers not sourcing specific aircraft.



In 1/48 the easiest to find is the Monogram kit, which has appeared in more than one box, and under more than one name, and while this has an acceptable outline its raised detail and sparse interior furnishings are clear signs of age, and in the current frenetic climate of the industry it can only be a matter of time before a more up to date model appears. The Esci 1/48 kit – not currently in production – also features



Accessories

Unsurprisingly the combination of Czech aftermarket products and Hasegawa kits provide the best possible opportunities for the modeller, with some superb sets from CMK, and the Eduard colour-etch to make a quick job of the cockpit areas. Of note is the set provided by Eduard for the Airfix kit in 1/72, and the availability of some excellent etch for the Revell/Monogram 1/48.

Czech Master Kits #7148 1/72 B-26 Marauder interior for Hasegawa kit £10.45

Czech Master Kits #7149 1/72 B-26 Marauder exterior for Hasegawa kit £8.40

Czech Master Kits #7151 Aircraft 1/72 B-26 Marauder engine set for Hasegawa kit £17.80

Czech Master Kits #7150 1/35 B-26 Marauder armament set for Hasegawa kit £8.40

Eduard #CX177 Paint masks 1/72 B-26B/C Marauder for Hasegawa kit £4.99

Eduard #CX196 Paint masks 1/72 B-26F/G Marauder for Hasegawa kit £4.99

Eduard #EX105 Paint masks 1/48 B-26 Marauder for Revell/Monogram kit £5.60

Eduard #FE372 1/48 B-26 Marauder interior pre-painted for Revell/Monogram kit £4.99

Eduard #SS292 1/72 B-26B/C Marauder interior pre-painted for Hasegawa kit £4.99

Eduard #SS307 1/72 B-26F/G Marauder interior self-adhesive for Hasegawa kit £3.70

Eduard #48561 1/48 B-26 Marauder exterior for Revell/Monogram kit £15.50

Eduard #48562 1/48 B-26 Marauder bomb bay for Revell/Monogram kit £11.75

Eduard #49372 1/48 B-26 Marauder interior pre-painted for Revell/Monogram kit £15.50

Eduard #72160 1/72 B-26 Marauder for Airfix £10.50

Eduard #72465 1/72 B-26B/C Marauder exterior and bomb bay for Hasegawa kit £15.50

Eduard #73292 1/72 B-26B/C Marauder interior pre-painted for Hasegawa kit £13.50

Eduard #73307 1/72 B-26F/G Marauder interior self-adhesive for Hasegawa kit £13.50

Eduard #49029 1/48 B-26 Marauder seatbelts pre-painted for Revell/Monogram kit £4.99

Falcon #CV1072 Canopies 1/72 USAAF Bombers WWII. Includes parts for Airfix kit £9.99

Falcon #CV2772 Canopies 1/72 USAAF WWII Part 3. Includes parts for Monogram B-26A £9.99

Quickboost #48046 1/48 B-26C Marauder gun barrels for Revell/Monogram kit £2.99

Quickboost #48057 1/48 B-26 Marauder engines for Revell/Monogram kit £7.35

Quickboost #48104 1/48 B-26 Marauder gun barrels for Revell/Monogram kit £2.99

Quickboost #48135 1/48 B-26C Marauder gun packs for Revell/Monogram kit £3.99

Quickboost #72033 1/72 B-26C Marauder engines for Airfix kit £3.99

Quickboost #72034 1/72 B-26C Marauder gun barrels for Airfix kit £2.99

for Airfix kit £2.99

Quickboost #72035 1/72 B-26C Marauder Propellers with tool for Revell kit £2.99

Quickboost #72088 1/72 B-26B/C Marauder gun barrels for Hasegawa kit £2.99

Quickboost #72089 1/72 B-26B/C Marauder for Hasegawa kit £3.99

Squadron Signal #9174 Canopies 1/72 B-26A/B Marauder for Monogram kit £3.99

Squadron Signal #9164 Canopies 1/72 B-26 Marauder for Airfix kit £3.99

Squadron Signal #9549 Canopies 1/48 B-26 Marauder for Monogram kit £3.99

True Details #72026 1/72 B-26 Marauder wheels £2.50



Decals

Not a lot of options so far for the type, but new kits provide new opportunities for the industry, and we can but hope. Zottz have some very lively nose art options in both 1/48 and 1/72, and as most of these are in the Olive Drab scheme which suits the Marauder so well, we can consider ourselves not too badly served.

AeroMaster #48626 1/48 B-26 Marauders £6.75

Kits at War #7216 1/72 SAAF Aircraft Inc B-26 £7.50

Superscale #48093 1/48 B-26 Marauders £6.50

Superscale #48063 1/48 B-26 Marauder £5.00

Zottz #48014 1/48 B-26 Marauder 584BS/394BG Nose Art £10.75

Zottz #72014 1/72 B-26 Marauder 584BS/394BG Nose Art £10.00



References

B-26 Marauder (In Action No. 50)

Author: Steve Birdsell

Publisher: Squadron/Signal ISBN: 0897471199

B-26 Marauder (In Action No. 210)

Author: Hans-Heiri Stapfer

Publisher: Squadron/Signal ISBN: 9780897475495

B-26 Marauders of 8th/9th Air Force

Author: Jerry Scutt

Publisher: Osprey ISBN: 9781855326378

Martin B-26 Marauder – Warbird Tech Volume 29

Author: Frederick A. Johnson

Publisher: Specialty Press ISBN: 9781580070294

SAMI



**F-100D Super Sabre**

Scale: 1/32 Kit No: 2232

Price: £79.99 (USD) \$169.95

Type: Injection Moulded Plastic

Manufacturer: Trumpeter

UK Importer: Pocketbond

**Additional Materials**

ISpada decals SD-32004 'F-100D in French Service'

www.spada-decals.com

Avionix AV32045 F-100D Cockpit Set

www.vmdstudios.com

AMS Ejection Seat for F-100D

Email hairold@verizon.net

Burnt Iron

Trumpeter's Big Hun

I'll start this build write-up with a bit of a conclusion, just for a change. This is a very nice looking kit. It will build into a really good looking model and could easily be the basis for a super detailed show stopper. I normally model in 1/48 and both the extra size, and the quality of the kit as a starting point, make it cry out for extra work, but someone at Trumpeter has made some very strange decisions as to what to put in the box and there are

some embarrassing mistakes which make you wonder what was going through their heads. But anyway - on with the show.

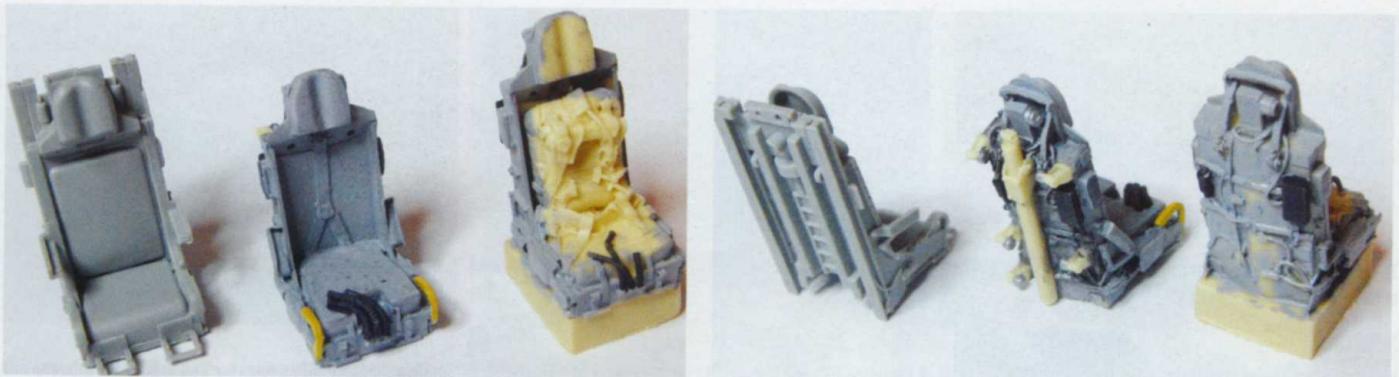
What you get is the usual sturdy Trumpeter box packed with 14 grey sprues, 2 clear, a sheet of etch, white metal undercarriage (also available on the sprues in plastic) and nose weight, vinyl tyres, ammo feeds and piping. There's also a small sheet of film for the instruments and a large decal sheet. The 20-page instruction book looks clear and well laid out.

So looking in the box the first impressions are good. There are sharp trailing edges, rivet detail is extensive but not overdone, the cockpit looks OK, though it apparently represents an early model -D, there's a full engine and stand and a selection of weapons and drop tanks. The fuselage is split at the right point to display the model with the tail off and the engine on show, and there's lots of engine detail. There are brass

parts to represent compressor blades but there are not enough of them, they're the wrong shape and they're not visible, while seatbelts and mirror are not called out in the instructions, so you have to find the parts by yourself.

There are, on my example at least, some small amounts of flash and quite a few ejector marks, so some clean-up may be required on a number of parts. Most obvious are the ejector marks on the lower surface of the slats which would be easy enough to fill and sand. I didn't intend to use the working hinges on the control surfaces as I felt it would make assembly and clean-up a bit more difficult than it needed to be, especially as you hardly ever see the wing controls in anything other than the neutral position, but it's nice to have the option and just a slight deflection adds a little life to the wings. It's just a shame they didn't include the tailplanes as posable parts as they were often in different positions. It is nice to have the slats





A choice between kit seat and aftermarket products?

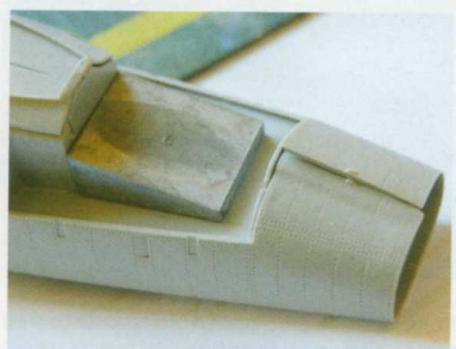
Items like ejection seats are invariably one of the areas best replaced



The kit instrument panel was used, as the more defined detail allowed an easier job of painting

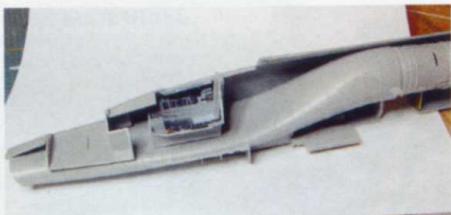


The side console from the Avionix resin set. The detail was very fine and repaid careful painting



Trumpeter provide a hefty piece of metal for the nose weight





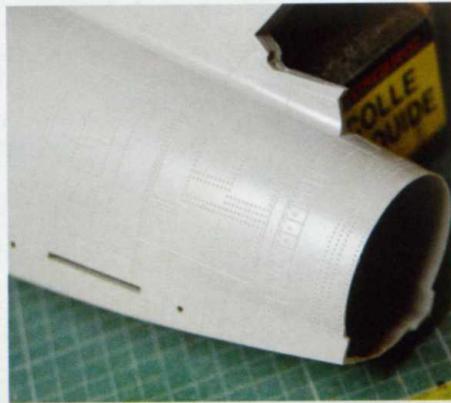
The very impressive internal trunks pass the full length of the aircraft



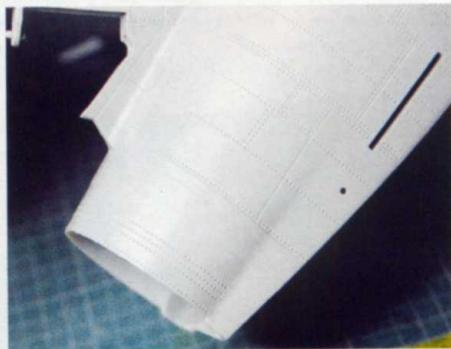
A seamless join will take a little effort to achieve



Some fettling and filling was required to hide the internal seams



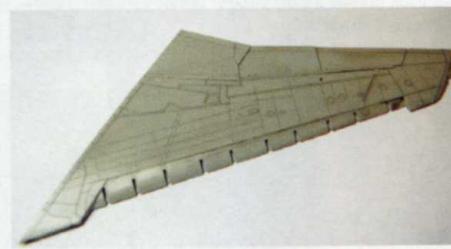
The overall fit of parts was good. One anomaly involves some panel lines at the rear fuselage, missing on the starboard side



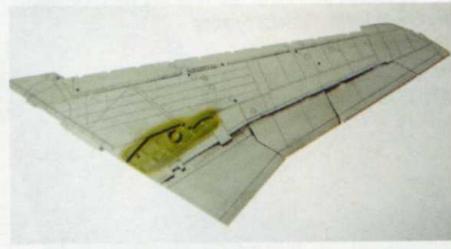
Missing detail was quickly and easily scribed on the rear fuselage



The main gear wells seem a little shallow, although the level of detail is good



Leading edge slats are provided separately, and the overall surface detail is excellent



Separate control surfaces can be posed – on the wings at least

separate as the default position is extended, something I'm not looking forward to having to do on my Monogram 1/48 F-100s.

I was also supplied with a cockpit set from Avionix, set number AV32045. While it undoubtedly addresses some of the Trumpeter issues it is not without its problems, for me at least. Firstly the detail on the side consoles is less defined than on the kit parts, and thus harder to paint for someone with my

ability. Secondly, while the consensus is that the Trumpeter layout represents an early mark F-100, the Avionix parts match photographs I have no better than the kit parts, so I decided to go with the plastic tub and instrument panel. Also, using the Avionix set makes it much harder to install the ammo bays, and that was one option I did intend to use, so that was another point in favor of the kit tub. I also decided to use the kit instrument panel. I was also supplied with a replacement seat from AMS with the parachute removed, and as the more common configuration was the 'chute-free seat this was the obvious choice, using the parts from the Avionix set to supply the parts that AMS didn't.

You have the option of opening the avionics bay door, which

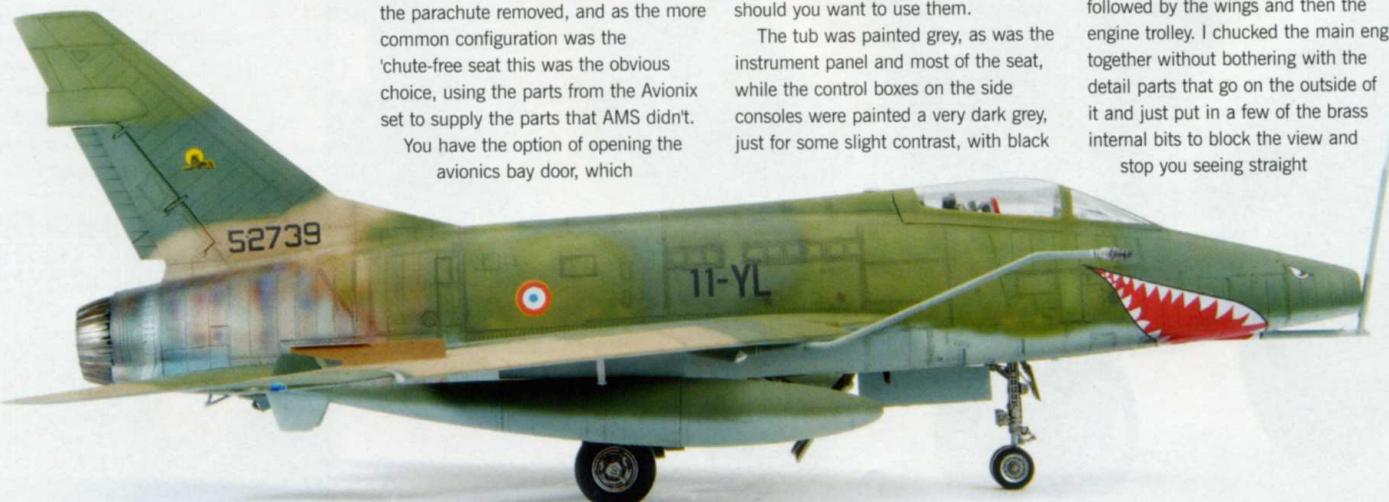
is where the nose weight is, so if you have the door open you can see this big lump of white metal, and while there's detail on the inside of the door there's none in the bay.

One of the problems I thought I was going to have was the fact that the Avionix sidewalls also foul on the ammo bays, and as mentioned I intended to use at least one of these. Fortunately the resin parts offer a slight recess, which shows where you have to cut them to make them fit with the ammo bays, should you want to use them.

The tub was painted grey, as was the instrument panel and most of the seat, while the control boxes on the side consoles were painted a very dark grey, just for some slight contrast, with black

knobs, and the instrument panel bezels the same. The kit panel is incorrect in that the sides should angle into the cockpit slightly so I bent them a little to represent this. I know it means you lose a little of the side consoles but I thought it worth while. I also added a map case (aka squarish lump of plastic) to the rear of the right side console, that detail being one of the things I preferred about the Avionix tub.

The instructions would have you now build the somewhat fictitious engine, followed by the wings and then the engine trolley. I chuck the main engine together without bothering with the detail parts that go on the outside of it and just put in a few of the brass internal bits to block the view and stop you seeing straight





Who knows what the artist was thinking of when the decal sheet was designed?



The intricate process continues



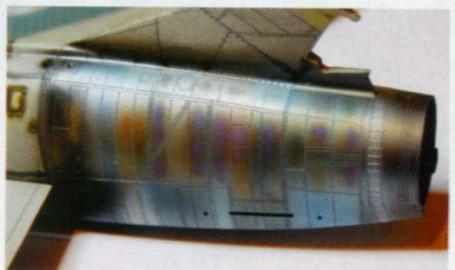
AMS provide plugs to convert the kit tanks to the later 335 gallon type



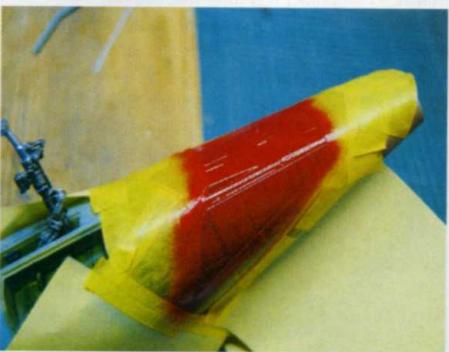
One of the most striking aspects of the model – the 'burnt iron' on the rear fuselage involved a steady hand and a creative mind...



Time-consuming but totally worth the effort – an in-service aircraft would not look correct without this typical feature



The final touch with metallic purple. This kind of effect takes time and patience, but is worth pursuing



Spada decals provide a template to mask up the red for the shark-mouth



As with so many jobs, time and careful masking pay dividends



The main gear is provided in either white metal or plastic

through the engine if you look up the jet pipe. I didn't attach the afterburner section at this stage as I felt it would be better put in place when the fuselage was together. The main wing halves were joined and put aside for the glue to set, the flap and aileron parts were joined together (but not to the wings) and the wing fences, slats and clear parts were left off at this stage.

The intake trunking is next and you have to admire Trumpeter, as you have the whole intake through to the engine, which you can't see due to the curve, and then you get the whole afterburner section after the engine. It all fits very well and does, I guess, give you options for opening panels and finding something behind them. The two-part trunking was assembled and then attached first to the engine and then to one of the fuselage sides and the cockpit parts positioned on top of it in the space provided. The guns were left off for now, having established that it wouldn't be too hard to install them afterwards.

The rear cockpit area was installed, the Avionix resin canopy hood area fitted, the ammo bays glued in place and there simply remained a decision to make on the speed brake - early or late?

The instructions would have you choose the part based on what store you are going to install on the centerline pylon, which hardly seems logical, though of course the shape of the brake was changed to enable the aircraft to carry nukes, so I suggest some research into whatever machine you choose to do before sticking the wrong part in there. In my case I had enough pictures to show that my chosen subject had the earlier style so it was installed and the fuselage halves joined.

The intake trunking didn't fit too well with the other fuselage side so some

considerable effort was expended filling, sanding and filling again to eliminate the problem and trying to achieve that seamless look. Also, the avionics bay door seemed a little offset. After installing the nose weight, some clamps, pressure and strong glue alleviated much of the problem and I was happy enough.

Next was the turn of the rear fuselage halves. I left the skid off at this point but did install the two fuselage bulkheads. Despite not intending to split the aircraft for display I figured these would provide some strength and contact area for joining the front and rear fuselage. I had

one slight problem here - the right side of the rear fuselage is missing some detail that the left side isn't. Fortunately it's not too hard just to scribe back in, but odd, none the less.

The fit of the front and rear is excellent and gratifyingly there was no step at any point round the join.

The wing joins were cleaned up, the flap and aileron parts installed and the wings attached to the fuselage. Again, all of this was a really good fit, even though the wing-to-fuselage tabs are a bit small. I would suggest the wheel wells are rather shallow, partly as a result of moulding them with the lower wing. The detail isn't bad, though I feel that in this scale the definition of the pipe-work could be more pronounced. That said I was very impressed by all the retraction jacks, the gear doors and the speed brake. The linkages, attachments and jacks look very convincing, and you feel you can see how the real thing worked.

With the wings attached, the canopy masked and put in place - I wasn't intending to mess about with fitting it open, it's quite big and clear enough that you can see most of the cockpit through it, even when closed - it was nearly time





to think about painting. The separate assemblies had been pre-shaded along the panel and rivet lines and cleaned up, and some random colours applied in odd places when I had them in my brush, just to give something to provide a slight contrast when the real top coat went on. Firstly, though, I attached a few more parts and made a few more subassemblies that would be painted at the same time. The fuel tanks were made up and put to one side, their pylons being attached to the wings and the holes for the outer pylons blanked off. I had been provided with plugs by AMS for the tanks to convert them from the 275 gallon models provided to the 335 gallon ones used later. Easy enough, just

like the real mod it involves cutting them along an existing joint and putting in an extension. I had already cut one tank up before I noticed that my choice used the earlier, 275 gallon tanks! Fortunately Trumpeter supply three tanks, for reasons best known to themselves, so I was saved having to reconstruct my cut-up example.

The mount for the in-flight refueling probe was attached to the wing (again, you need to check whether you should be using the straight or bent one, both being provided and having different mounts) and the brass wing fences attached. The slats were made up but not attached, and the pitot was very definitely left off at this stage.

I've already mentioned that I knew what aircraft I was going to represent, and it wasn't one of the kit options, for a couple of reasons. Firstly, I wanted to avoid doing a Natural Metal Finish, and secondly, the kit decals are another of those odd Trumpeter 'things.' In this case the really good looking, huge sheet covered in stencils and flash looking markings, features so many mistakes

they are simply unusable.

I was glad to be offered a set of Spada Decals, SD-32004, covering F-100Ds in French service. While the decals themselves look really nicely printed the instructions leave a little to be desired, and one double-sided A4 sheet (in colour at least) with small side views of 6 aircraft is a bit limited when it comes to decal placement, but they were just about sufficient and a faded, SEA style scheme with a big red shark-mouth was impossible to resist. The instructions suggest an upper surface pattern of FS30219, FS34102 and FS34079 with FS26329 for the underside, so I looked them up and went with the closest I had in the drawer. With the sun and the dust these machines were subjected to the exact colours weren't an issue. But first, and the bit I wasn't really looking forward to trying, was the afterburner section of the fuselage. All those wonderful burnt shades...

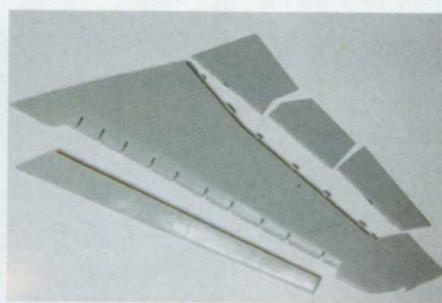
But it needs doing, so the rear section was painted with Alclad black gloss primer and then various shades of Polished Aluminium, Dark Aluminium, Jet Exhaust, Magnesium and various combinations of them all were applied to different panels, using pictures as a reference for which were most likely to be darker or lighter than others. Then Pale Burnt Metal was freehand over bits of it, followed by clear blue and clear red as the mood took me, and then

more of various Alclads again. The blues and reds didn't give me the purple effect I was

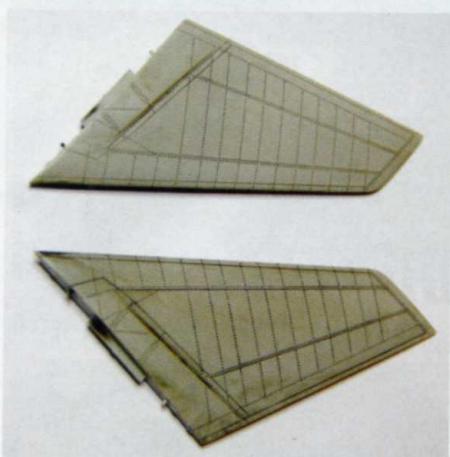




Some additional detailing was added to the pitot tube



The multi-part wing assembly. Working hinges are provided for the control surfaces, but can be regarded as optional



Control surfaces are not separate on the tailplanes – an unfortunate oversight

looking for so in the end I got out some very old metallic purple I had lying around and this was sparingly applied to certain sections followed by more Alclad to take the edge off. All in all it looked pretty good, I thought, and I should just say the plastic was great, very smooth, and took the Alclad very well.

The underside was painted first, not forgetting to do the gear doors and tank bottoms, and then the three top colours, one of which was used on the top of the tanks. This was done over a period of a couple of weeks or so, as a lot of post-shading was added in an attempt to replicate the faded effect seen on the real thing. The Spada decals went on well, reacted OK to Micro Sol/Set and were no trouble at all. The shark-mouth is supplied as six decals, basically white teeth on black lines, and a template is provided to help you mask off the area to be painted red. This is where larger drawings would have helped, but I got it masked and

painted and applied the teeth to the sides of the fuselage. There were a couple of minor fit issues, and maybe I just didn't get the side decals in quite the right place to start with, but it all worked pretty well in the end.

With decalling and painting over the various fiddly bits were added, including slats, tailplanes, undercarriage and gear doors with all their associated struts and jacks, speed brake (posed down, as often seen), refueling probe, cannon and ammo feeds, bay doors, tanks and sway braces, arrestor hook, its guard and the tail skid, clear parts, and the nose pitot.

With the canopy

masking removed the very last thing was installing the afterburner section and exhaust nozzle, the latter of which has come in for a bit of stick from 'people who know.' It's not, it has to be said, a totally convincing exhaust, and it would be really nice to have the choice of the commonly retrofitted F-102 version – which may already have appeared by the time you read this – but it wasn't bad enough for me to worry about too much. I had thought for quite a while that I needed the F-102 exhaust for this particular machine but after staring at the pictures I found on the web for long enough I convinced myself that the kit part was close enough and the French had the old exhausts so I made do. It had been painted and highlighted with various Alclads and was attached to the



The finished cockpit employed a combination of Avionix resin pieces and kit components



The model has been pre-shaded prior to painting

afterburner section, which was in turn glued in place.

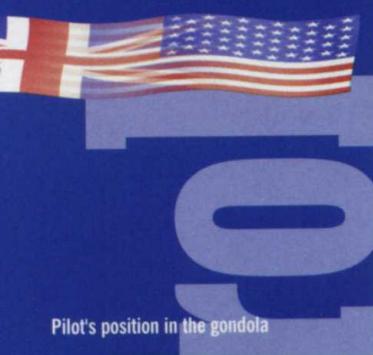
And there it is. The first aircraft model I've made in years that isn't 1/48, and I have to admit I can see the attraction of the bigger scales. The end result is striking, there are quite a few build advantages and plenty of opportunities to spend far too long super-detailing the basic kit. There are also enough strange errors in this model to keep you

wondering – the engine, the decal sheet, and I haven't even discussed the odd and rather unrepresentative choice of underwing stores provided – but overall I did enjoy the build and the end result.

That said, with my loft looking the way it does I don't think I'll be buying too many more big kits like this. I mean, where would I put them?

SAMI





Pilot's position in the gondola



A rear view of the starboard engine. Note the transportable mooring mast and the Fw 190 type cooling fan mounted on the engine



The Avicta blimp departs Orangeburg, South Carolina on a cloudy day, en route to Greenville, North Carolina

Drop-In Dirigible

If you have attended a major sporting event, especially in Europe or North America, you have probably seen an American Blimp Corporation product whirling overhead. Major corporations use these to advertise their products and publicize their firms, with symbols and trade marks appropriately emblazoned on their sides. These blimps are also excellent platforms for television cameras when a bird's eye view of a stadium or golf course is desirable.

American Blimp Corporation has an advertising subsidiary called the Lightship Group based in Orlando, Florida, who bill themselves as 'the global leader in airship advertising.' A quick look at their web page discloses that nearly all of those company blimps that we have seen everywhere are actually flying billboards that are leased. It seems a rather ingenious concept to me.

Well, imagine my surprise when I spotted one of these blimps just a few hundred feet overhead and obviously landing at a quiet rural airport that is 5 minutes from my office. I forgot my digital camera that day, but I still wanted a close look at this airship that

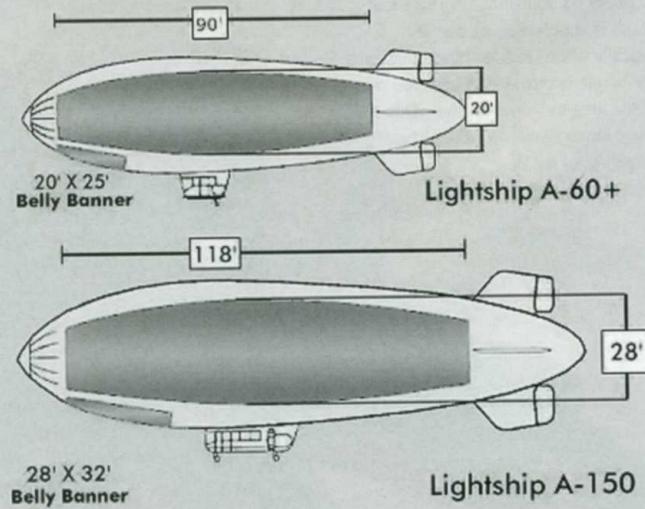
had made an impromptu stop for the night in a town of about 14,000.

As I rounded a turn on the small road to the airport, I spotted the Avicta Complete Cotton blimp on the ground about 500 yards west of the airport administration building. I inquired about the blimp and the airport manager responded that he had received a telephone call from the ground crew requesting permission to moor at the airport overnight. After explaining my reason for the visit (and giving the manager a recent copy of



Looking aft from the mooring mast

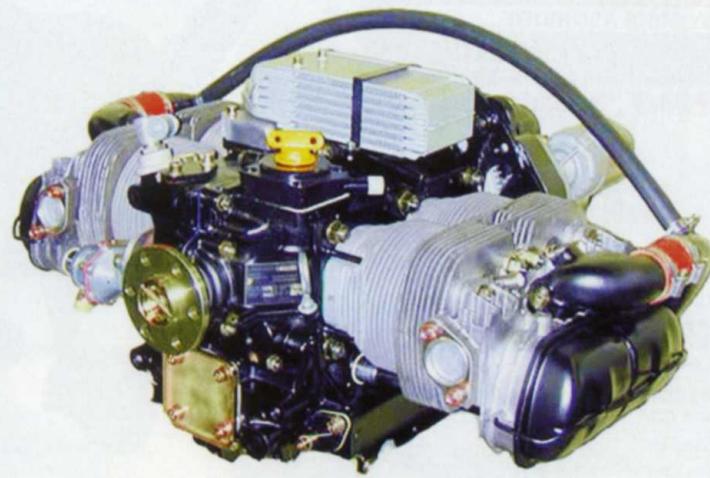
Airship Comparison



Comparison of main American Blimp Corporation airship models



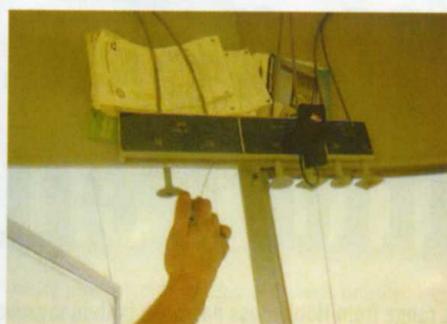
The cockpit is pretty comprehensive as you can see



Limbach L2000E, similar to engines used on the Avicta blimp (www.limflug.de)



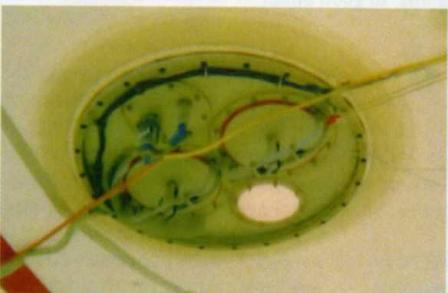
View looking aft from the pilot's seat. Three passengers can be seated on the bench behind



Jerry valves excess helium from the balloonet



One of numerous 25lb ballast bags carried aboard the blimp in a storage compartment



This is the emergency pressure relief valve for the balloonet



The elevator control wheel



Life jackets, just in case

Scale Aviation Modeller International, I struck off on foot in the direction of the airship.

It was a warm, muggy day and there was a brisk wind blowing dark-bottomed cumulus clouds across the South Carolina sky. As I came around the corner of a newly constructed hangar, I spotted a gentleman in shorts and a canary yellow polo shirt. I waved, and the wave was returned—a good sign.

As I approached the blimp, I scolded myself for leaving the digital camera at home. I strode up and introduced myself to senior crewman Jerry 'Jerry' Summers, who is in charge of the blimp while it is moored.

I followed Jerry back to a portable ready room that featured a PC, map table, drink coolers, and an air conditioning system. I waited for him to record some information, including fuel on board, and then followed him back over to the blimp for a 25-cent tour. I



A first sight of the blimp – courtesy of a disposable camera...

told him to watch for the numerous fire ant nests in the grass.

On the way to the blimp, I had stopped at a gasoline station and store and purchased a Kodak disposable camera. While these toy-like cameras are anathema to me some pictures are better than no pictures! The blimp gently pivoted to and fro on its portable mooring mast and bobbed up and down like a large boat. Jerry Summers cited some statistics about it and succinctly pointed out various components including the balloonet. He

had obviously done this before.

He unfolded some boarding steps and I carefully timed my hop up into the bright, cheery cabin. It reminded me of the inside of a small cable car. The pilot sits in one of two bucket seats up front and there is a comfortably padded bench seat aft that seats three persons. (A fourth passenger is usually seated at what would be the copilot's position).

I snapped numerous pictures of the interior of the gondola. After a little contemplative time in the pilot's seat, I hopped out to shoot a few exterior shots. Jerry and I then exchanged email addresses and we bade each other farewell. The blimp was tentatively scheduled to depart Orangeburg for Greenville, North Carolina—around 250 miles distant—at 0700 hours the next morning.

The blimp's departure was delayed by weather, so I took some photos after it lifted off the runway. I couldn't help

thinking that it would be great fun spending the day aboard this colorful craft.

Have a look at the Lightship web site, <http://www.lightship.com>, and see if you recognize some of the blimps in the pictures. Here's hoping you spot a blimp soon!

SAM



Veteran blimp captain Terry Dillard (far right) poses with passengers after a trip (www.horizonblimpblog.com)

**Grumman F6F-3 Hellcat**

Scale: 1/72 Kit No: 80256

Price: £3.99

Type: Injection Moulded Plastic

Manufacturer: HobbyBoss

UK Importer: Creative Models

US Importer: Squadron



The box and neatly presented contents. Note the twin plumes of spray behind the aircraft on the box art – more like a jet at low level

HobbyBoss can be visited on the web at
www.hobbyboss.com



Like a 'Cat outta Hell

The Easy Kits range from HobbyBoss has been both innovative and controversial, with opinions ranging from highly favourable to outright scorn. One thing many people seem to believe is that they are 'a good idea for junior modellers and will help to encourage younger people to enter the hobby.' While this is undoubtedly so, Mike Aldridge demonstrates that they can also be built by 'grown ups' to good effect

HobbyBoss is a comparative newcomer on the modelling scene, and, as I understand it, a subsidiary or branch of Trumpeter (I'm open to correction on that score). Their range is growing ever more extensive, and already encompasses a diverse range of WWII aircraft, helicopters, and modern jets in various scales. The Hellcat is in their 1/72 collection and at first glance appears to be one step up from being a snap-tite kit. But this is more than a step up - it's more like a quantum leap ahead.

The box art is somewhat curious - a photo of the finished model, flying at

low level over a digitally imposed seascape, complete with twin plumes of spray billowing behind it - the sort of thing one would normally associate with Tomcats and Hornets at high speeds at low level than a piston engined aircraft - but I digress...

On opening the box, the first thing one notices is that the fuselage and wings are a single moulding for each part, and that all the parts are neatly secured in a vacuum formed tray. The instructions are clearly printed on glossy paper, with full colour being used for the painting diagrams and the cover page.

Closer examination reveals that all panel lines are very neatly recessed, and

the trailing edges of the wings are almost razor sharp. Cockpit detail consists of a basic tub and seat, along with a simple control column and gunsight. The wheel wells are shallow, and feature some spurious looking detail - but if taken in the context that these are pocket money kits, aimed at children and those wanting to try modelling, then it's a whole lot more than has been offered in the past .

I commenced with the cockpit, gluing the seat to the tub before painting it in a lightened version of Bronze Green. As no instrument detail is provided, an instrument panel decal from a Hurricane was put to use - not correct perhaps,



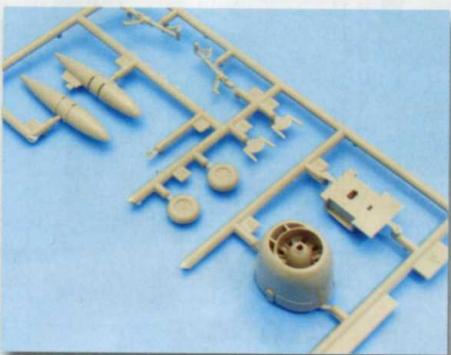
The instructions are well printed, and there can be no possibility of damage to the parts in the robust packaging



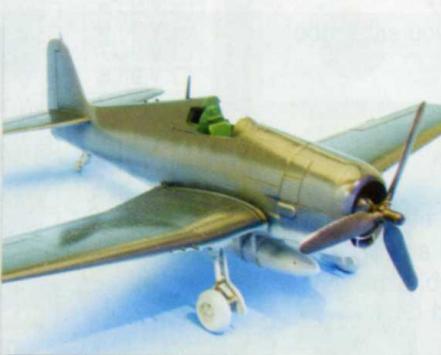
The single piece fuselage



The kit's engineering ensures that any clean-up required is in less prominent areas on the finished article



The main sprue of smaller components – there aren't many, but the kit is none the worse for this



Ninety minutes into the build, an airframe is virtually complete



A view of the undersides - exhaust streaking has been started, and the pre-shading is just showing through the Insignia White

but it certainly makes it look the business and adds detail to an otherwise spartan office.

With that small job complete, the main airframe can be assembled – all four pieces of it! Wings, tailplane, and fuselage. The fit of all parts is excellent with not a skerrick of filler required. To enable the wing to butt up against the fuselage closely I did trim off the locating pins – these are a very tight fit, possibly to remove the need for glue. Likewise, the one-piece cowling and engine is a press fit to the fuselage, with no glue required here.

By necessity there are a couple of very light seams along the fuselage spine and the wing leading edge, but these were quickly dispatched using my trusty MasterCasters sanding pads. The seam along the underside of the fuselage required little cleaning up, such was the quality of the tooling. Total time taken so far? Less than 90 minutes.

With things progressing at a good pace, operations moved out to the garage for painting. There are two schemes provided for: one in the Blue Gray over Light Gray, and the other in the later tri-colour scheme of Sea Blue, Medium Blue, and Insignia White undersides. The colour callouts on the instruction sheets are rather misleading in this respect, as they simply refer to some vague colours – either the correct name, or an FS number would be welcome here.

I used Testors Modelmaster enamel for the Dark Sea Blue which gives a very close match, and Gunze acrylic Medium Blue, both of which give a nice glossy finish. The underside was sprayed with



Tamiya flat white; once all was dry I coated the whole model with Vectra floor polish in preparation for decalling. Weathering was kept to a minimum, although with such a short time spent building, one could comfortably spend more time on the weathering process and have a great looking model without spending eons on it.

The kit's decals are nicely printed, and the colours appear to be pretty accurate and in good register. The decals are limited to the main markings and codes, and the logos to go on the propeller blades. With there being so few of them, it doesn't take very long at all to get them all applied. I wetted the area with some Micro Sol first and they snuggled down into the panel lines flawlessly - I wish the decals in other, more expensive kits behaved this well!

The final touches were to paint the tyres (yes, I had a slight whoopsie with

the paint brush and haven't bothered to go back and fix it up - yet...) and to carefully paint the interior of the cowling in a colour that loosely resembled Grumman Grey. This last aspect was perhaps the most difficult part of the whole build – which is to say, it was a doddle all the way through.

I purposely built this kit without modifying anything (okay, I filed a slight flat on the mainwheel tyres to 'weight' it slightly) partly because I needed to take a break from being overly anorak-ish about small details, but also to see how well these built up as the manufacturer intended. And, I am pleased to say, it built up very well.

Given that these kits appear to be aimed at younger and beginning

modellers, I'd venture to say that HobbyBoss have hit the target dead on. Heretical as it may sound, for anyone wanting to get started in modelling I'd say forget the tired old kits that have been around since the sixties and seventies, these surpass them on all counts – accuracy, ease of assembly, and price. It may even be that in years to come, modellers will be waxing nostalgic, remembering their first HobbyBoss kit with glowing fondness. I for one look forward to sampling more from this company, especially some of their 1/48 scale wares.

To say that I am impressed with this kits is an understatement! Not only was it a breeze to put together, it was FUN!

SAMI



This latest M-50 kit comes in a large box with a painting of the Bounder in its Tushino display colours

Myasischev M-50 'Bounder'

Scale: 1/72 Kit No: 01672

Price: £158.85

Type: Injection Moulded Plastic

Manufacturer: Amodel

UK Importer: Hannants

US Importer: Squadron



The decal sheet, which provides three options

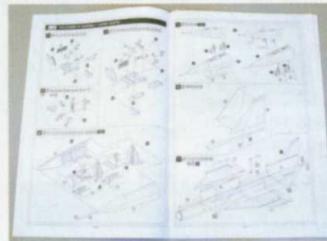
Inside the box are numerous poly bags containing the injection-moulded parts, instruction sheet and decals

Absolute Bounder

Background

Designed as a supersonic strategic bomber by OKB-23 and named after designer Vladimir Myasischev, the M-50 was the ultimate iteration in a long series of design studies into supersonic bomber layouts undertaken by the OKB and TsAGI in the late 1950's. The M-50 was rolled out at Myasischev's factory at Zhukovsky in July 1958, but because the planned VD-7M turbojets were not yet ready, the prototype was fitted with 107.91 kN (24,250lb) VD-7A turbojets and made its first flight on 27 October 1959. By October 1960, the M-50A, as it was now designated, had made 11 test flights totalling 8 hours and 33 minutes.

On 16 September a speed of 1,090 km/h (677mph) was achieved – which according to the flight data, corresponded to a speed of Mach 1.01, although subsequent recalculations by



Amodel's clear and concise instructions

engineers at LII (the Flight Test Institute) reduced this to Mach 0.99. The flight crew, however, were convinced that they had 'gone supersonic,' pointing out the physical phenomena experienced, such as the disappearance of jolting and lagging of the engine noise.

In order to continue testing at a wider range of speeds, the two inner engines were replaced by 157 kN (35,274lb) VD-7MA turbojets fitted with afterburners, which, according to calculations should have enabled the M-50A to achieve a speed of Mach 1.35, however, in this configuration, the aircraft only made eight short test flights – including its appearance at the 1961 flypast at Tushino – and the true performance was never tested as the afterburners were only ever used on take-off.

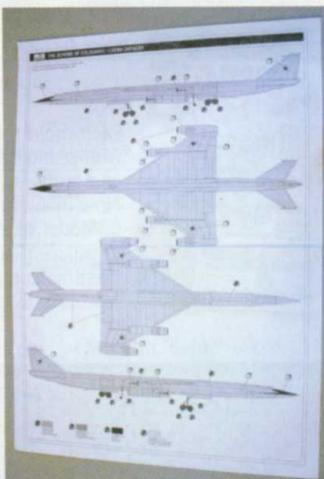
The M-50, allocated the ASCC reporting name of 'Bounder,' made a total of 19 flights before the programme was closed, the OKB was shut down and the government lost interest, preferring to rely on strategic intercontinental missiles to strike the enemy. The sole M-50A now resides at the Russian Air Force museum at Monino wearing an all-silver finish but

with the bort number and black trim from the Tushino flypast.

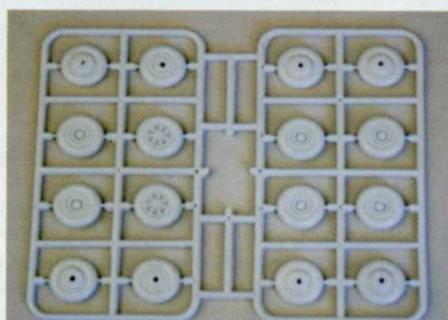
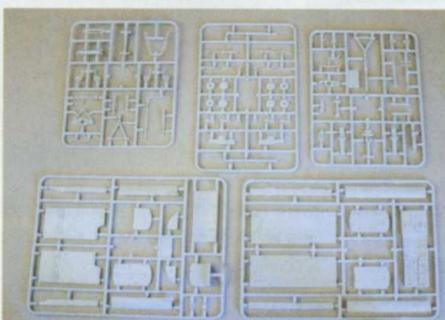
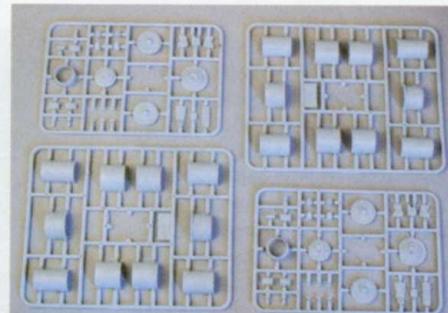
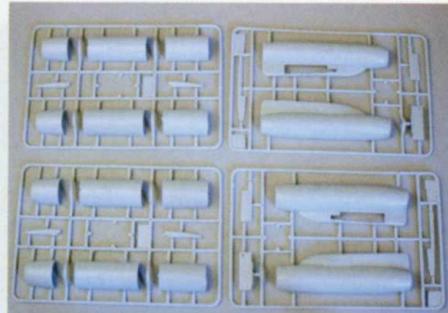
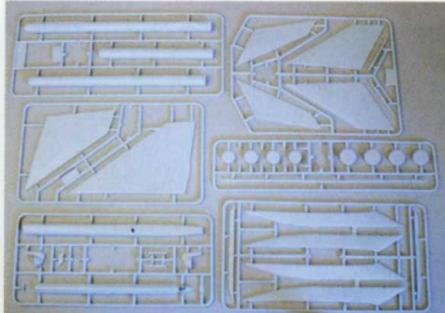
The Model

Amoel's kit of the M-50 is the latest in their range of big Soviet/Russian/Ukrainian types marketed under their 'Amonster' banner. The main feature of these kits is that the major components are made from fibreglass resin. These parts are also provided in one piece – in other words, the two moulded halves of the fuselage and wings etc are already bonded together. The rest of the components are conventional injection-mouldings, albeit of the low-pressure, limited-run type.

Early Amonster kits exhibited a slightly rough external finish and poor panel detail, but each new release has got better and better and the surface



The painting guide quotes Humbrol paint numbers



finish on the M-50 is of plastic or resin quality and the engraved panel detail is very well done.

Building the Bounder

Amode's construction sequence begins with the cockpit, made up from two halves of the injection-moulded nosecones, inside which are fitted front, centre and rear bulkheads, floor and sidewall parts plus the pilot's and navigator's instrument panels.

The detail on the panels consist of shallow circular recesses which give a poor representation of the instruments, but as not a lot can be seen through

small cockpit windows, I wasn't too bothered with doing much more than painting the cockpit medium grey and the instruments black.

Two control yokes are provided and the ejection seats are each made up from six parts and with the addition of home-made seatbelts, are quite adequate.

The seats eject downwards on the M-50 and are also extended through two hatches in the cockpit floor and in the bottom of the fuselage for crew access, a feature that Amode provide and one that I wanted to incorporate, so the floor hatches were cemented in the down

position and the seats were left out until later.

I deviated from the instructions slightly and attached the fibreglass resin wings and fuselage together. The fit is quite good and small lugs and corresponding recesses are moulded into the resin, so I didn't feel the need to add a strengthening spar. I filled in the small gaps on the upper surface with strips of plastic card and blended it all in with filler.

Next up are the two large fuselage wheel bays fore and aft of the weapons bay. These are each made up from two sidewalls, a roof and fore and aft



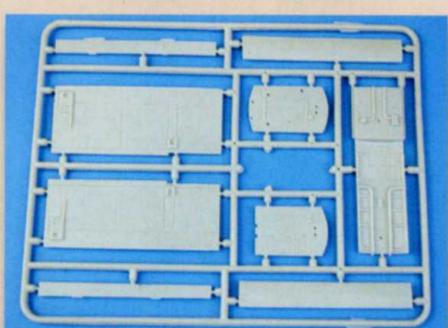
The fuselage and wing parts cast in fibreglass resin



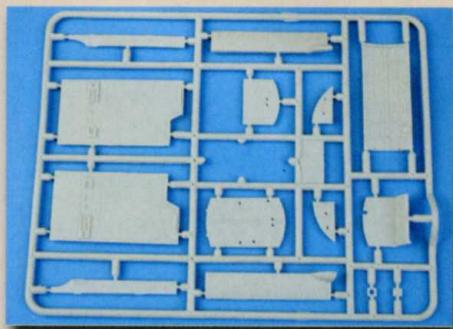
The floor hatches were cemented in the down position and the seats were left out until later



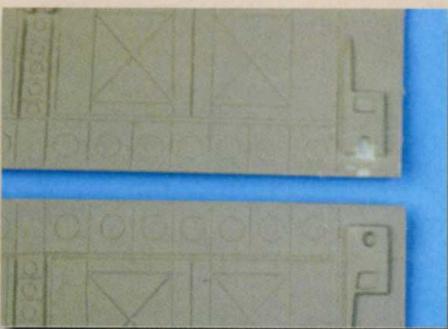
The fit of the wings is good enough to preclude a strengthening spar



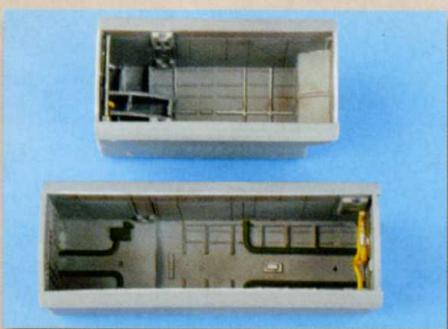
Parts for the front wheel bay



Parts layout for the rear wheel bay



The circular locating holes were modified to U-shaped ones so that the built-up undercarriage could be fitted later



The painted undercarriage bays ready for assembly

bulkheads. The kit instructions would have you attach the undercarriage into the two bays at this stage, but I reasoned that I was bound to knock it off at some point so I cheated and modified the circular locating holes into U-shaped ones so that the built-up undercarriage could be fitted later. The painted undercarriage bays were simply slotted into place in the fuselage and the gaps filled with plastic card and filler.

The built-up cockpit nosecone was added and a little filler applied to blend it in, likewise the four sections of the dorsal spine plus the tailcone.

Something must have gone wrong with the measuring stick at Amodel – because there is a 4mm gap in the dorsal spine at the mid point, but no fear, Amodel supply an additional small section of spine which must be cut to fill the gap.

With the wings and fuselage assembled, it was time to tackle the four huge engines. Each inner engine is made up from no fewer than 21 parts forming the front intake with compressor blades, rear afterburner section with nozzle, plus the two barrel sections in the middle with the made-up sections at the top. Each intake trunk, complete with compressor face, was assembled and slotted into its respective 'nosecone' – which left a slight gap on the inside lip of each intake. After filling and sanding as best I could to eliminate the seam, the insides were painted silver. The outer, wingtip-mounted engines are slightly easier with just the front and rear assemblies fitting inside the two-part full-length nacelle.

The outer engines have wheel wells



that have to be added and both sets of engines have numerous scoops and intakes, all neatly moulded by Amodel. I did experience some confusion with the exhaust sections on the inner and outer nacelles – the shorter sections go on the inner engines.

The outer engines are cemented directly onto the wingtips, but the inner ones have two-part pylons added and are supposed to just fit onto the underside of the wing. Even using superglue, there was no way that this would be strong enough, so I inserted two short lengths of brass rod to give a good solid joint.

The two halves of the fin and horizontal tailplanes were cemented together and fitted to the fuselage, again using brass rod for strength and the clear canopy was added after dipping it in Klear to improve the clarity. Note that the fin on the M-50 is a one-piece, all-moving structure, so make sure that you

leave a slight gap at the bottom!

Time to tackle the undercarriage

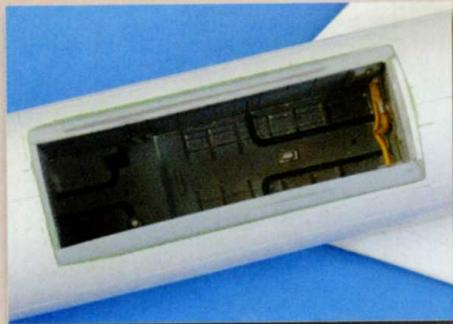
The M-50's bicycle undercarriage consists of two huge four-wheel bogies mounted fore and aft of the weapons bay with long outriggers retracting into bulged wingtips just inboard of the outer engine nacelles. To provide the necessary angle of attack, the front undercarriage leg is much longer than the rear – and on take-off the whole front bogie pivots about the leg so that only the rearmost pair of front wheels is actually on the runway – thereby further increasing the angle of attack. Amodel provide all of the parts to make up this complicated arrangement, although not for the extended bogie.

The two outrigger assemblies are slightly easier, although for these I cut off the long oleo section and replaced it with a length of aluminium tube. I also

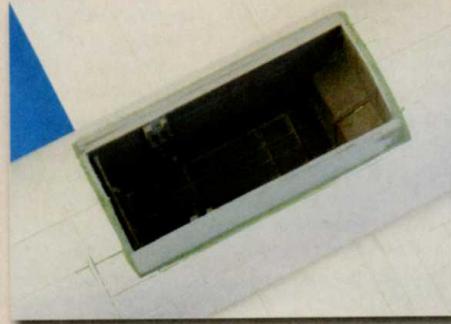
drilled holes in the centres of the scissor-links on the outriggers for a more scale appearance.

Painting

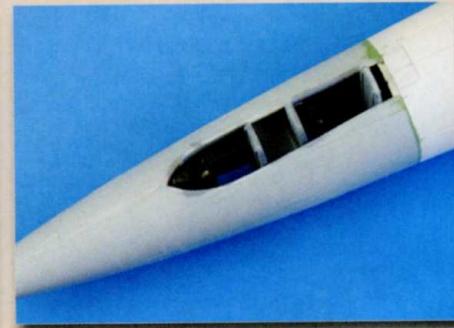
Amodel's painting guide is printed on four sides of A3 size paper and gives three choices of markings: an all silver M-50 with white undernose radome and bort number 'blue 023' as rolled out in 1958, bort number 'blue 12' with grey



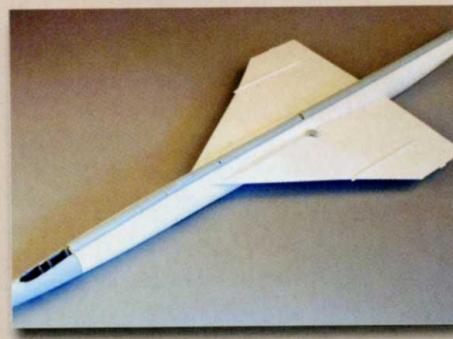
The bays simply slot into place in the fuselage



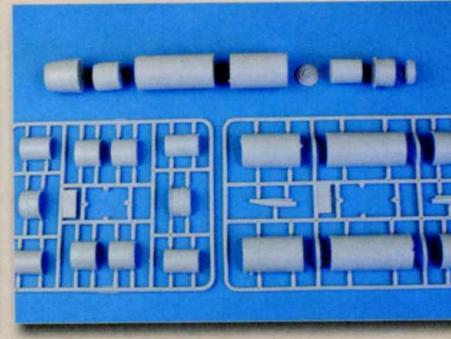
Gaps are filled with plastic tabs and filler



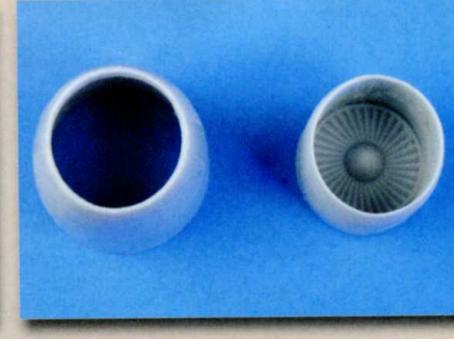
Nose assembly attached



The dorsal spine assembly came up short – fortunately the kit provides a spare section that can be cut to fit



Component parts for inner engine nacelles



Each intake trunk, complete with compressor face, was assembled and slotted into its respective 'nosecone'

topsides and white undersurfaces with black trim on the nose and engine nacelles as painted for the Tushino flypast in 1961, and bort 'blue 12' again – this time in overall silver finish but retaining the black trim as she now appears at Monino.

I am not sure if the first choice, bort 023, is legitimate, as when carrying this number, the inboard engines did not have the afterburners fitted, although there is some artwork (but not photographs) showing it with that number and afterburners. No matter, I already have quite a few all-silver Russian bombers in my collection, so I went for the neat grey and white scheme.

The painting guide calls for Humbrol 127 Ghost Grey and 130 White, but, not wishing to invest in a dozen tinlets of paint, I used my old favourites Halfords Appliance White and Grey Plastic Primer. The white was sprayed first, after an undercoat of White Plastic Primer to check for any building flaws, following which the white areas were masked off and the Grey Primer applied to the upper surfaces.



Aluminium tube was used to replace the oleos on the outriggers

The fronts of the engine nacelles were painted gloss black inside and out and although Amodel provide a decal for the upper nose I masked it off and painted it black. I did use the decals for the black flashes on the engines, though.

The only other colour is the long blade aerial on the starboard rear fuselage, and this was painted green as per the machine at Monino although it isn't pointed out in the painting guide.

Amodel provide circular blanking plates for the front and rear of each

engine nacelle, so I used two sets of them on the starboard engines, leaving the port engines open – the red painted blanking plates add a further dash of colour. The model was given a coat of gloss varnish, again from a can of Halford's Acrylic Clear, ready for the application of the decals, which consist of six red stars, the bort number 12 on the forward fuselage and the black trim stripes on the engines. I used Johnson's Klear on the decals and they settled down beautifully.

Following a few mist coats, again using a rattle can of Games Workshop Purity Seal, which gives a nice satin finish, it was time to add the pre-painted undercarriage and doors. I added a few streaks of weathering using pastels, but kept it to a minimum as I was depicting a showcase machine. The Colour Police might look aghast at my choice of paints, but to me, they are close enough and saved lots of time and effort.

With the model now on its legs, I simply added the drop-down doors under the forward fuselage and fitted the assembled and painted ejection seats. This access arrangement causes a few

comments from people who view the model and it certainly looks like a precarious way for the pilot and navigator to get into the aircraft as they must be all of 15 feet off the ground when transferring from the ladder onto the ejection seat - I really must get around to making the two tall ladders to complete the display.

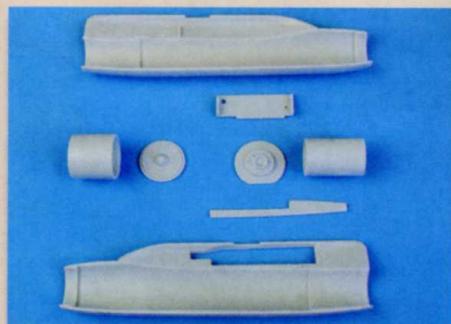
Conclusion

Amodel are to be congratulated on providing such esoteric subjects for us fans of Soviet and Russian aircraft.

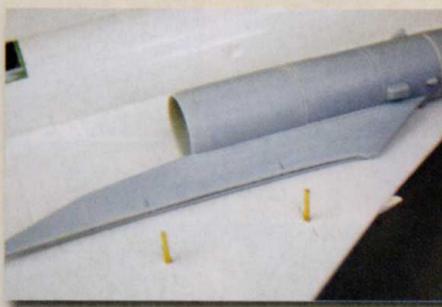
Whilst not the easiest of builds, they are far better than a vacform would be and with each new release the quality just gets better and better.

The only downside is the SIZE of these subjects – I now have their Sukhoi T4 Sotka, Antonov An-22 Cock, Il-38 May, and Il-76 Candid built, with the A-50 Mainstay and Myasishev 3M Bison in the pending pile, and I am running out of room!

SAMI



The outer, wingtip-mounted engines are slightly easier with just the front and rear assemblies fitting inside the two-part full-length nacelle



Brass rods were inserted to strengthen the engine pylon joints



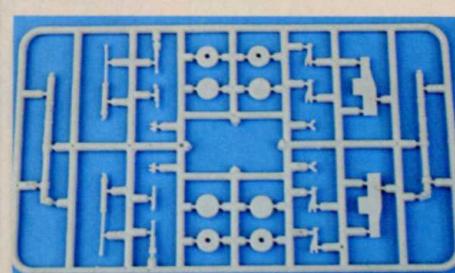
With the addition of various intakes, the upper wing fences and the tail bumper, the main construction is essentially complete



Amodel provide all of the parts to make up the complicated undercarriage arrangement



Assembly is a little fiddly, but with care the end result looks good



The two outrigger assemblies are slightly easier



Bounder as currently displayed at Monino

M-50 Walkaround



Starboard inner engine nacelle



Nosewheel doors



Top of the outrigger leg



Front undercarriage bogie – note the different wheels



Starboard outrigger – note the circular hole in the scissor link



Anti-flutter weight on the starboard tailplane tip



Large intake on the top of the port outer engine



Also positioned on inner nacelle



Rear four-wheel bogie and door



Tailcone



This intake is on both sides of the nose



Intake – on both sides under the wing



Intakes on the inner nacelle



Large intake on top of the outer engine



Port inner engine



Nose pitot probe – with AoA and Yaw vanes



Damaged aerial under the lower rear fuselage



Anti-flutter weight on the fin tip

Scaling Down... (Then up again!)

The Manhattan Project

Neil and John build and write about Fujimi's 1/144 B-29 as Enola Gay and Kora's 1/48 kit of Little Boy – the world's first atomic bomb

Departure

The dual subject matter of this build represents quite a departure from my usual biplanes. It all came about because my son John is into physics and had been studying the Manhattan Project. I find history fascinating and some of what John told me was truly amazing. It is the personalities which really interest me, and in this case it was the Nobel Prize winning Richard Feynman.

Perhaps best known for his part in the Rogers Commission enquiry into the

Challenger disaster, Feynman was at Los Alamos as a young man. His autobiography, *Surely You're Joking Mr. Feynman?* sheds a light on those years, which I find packed with irresistible humour.

For me, the logical working out of all this was a model project. The obvious choice was the end product in the form of *Little Boy*, and the means of delivery, the B-29 *Enola Gay*.

Scaling Down

One thing was certain, there was no way that my limited display or storage space was going to accommodate a B-29 at 1/72, much less anything above. It had to be 1/144. In my usual impetuous rush to get started on a new project, I set off for my local model shop and it wasn't long before I had *Enola Gay* at the desired scale, in my hot little hands. Unfortunately, the version I had purchased turned out to be one of those much-reissued kits from another age, which should have been retired long ago, and soon I was struggling with flash, warped parts and poor fit whilst knowing that lack of detail and raised panel lines were going to limit what I could achieve anyway.



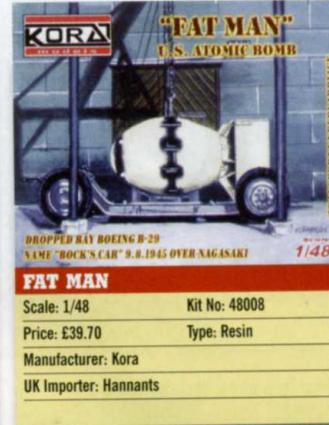
B-29 Flying Fortress

Scale: 1/144 Kit No: 14405
Price: £12.95
Type: Injection Moulded Plastic
Manufacturer: Fujimi
UK Importer: modelwholesaleuk.com



Little Boy

Scale: 1/48 Kit No: 48007
Price: £39.70 Type: Resin
Manufacturer: Kora
UK Importer: Hannants



FAT MAN

Scale: 1/48 Kit No: 48008
Price: £39.70 Type: Resin
Manufacturer: Kora
UK Importer: Hannants

It was at this point that I confided my troubles to our Editor and the project turned a corner. The version that he recommended was the Fujimi kit. Indeed, he did better than that and sent me one. Oh well, at least I had *Enola Gay* decals.

My experience of Fujimi kits is limited to one of their 1/72 Vought Cutlass range and I was very impressed. The only reason I have not been back for more is that they don't tend to go in for Harts, Sisks or Bulldogs (pity). The question was, are they as good at

1/144? The answer is a resounding 'Yes.' Beautifully engineered for excellent fit, just the right level of detail and nicely engraved panel lines gave me everything I wanted.

Building *Enola Gay*

Both B-29 kits began with painting the forward fuselage interior. This was a pretty simple process of olive drab with black for seats, consuls and control yokes. A quick dry brushing completed the job. With my original purchase, the need to loose some gun turret and

Little Boy

Since 1939, with the outbreak of war, developments in the field of atomic physics became of grave concern to several of the world's leading physicists, particularly the Hungarian Leó Szilárd. With war spreading through Europe, fear grew about the development of nuclear technology. Szilárd impressed his fears on Albert Einstein, who knew better than anyone the vast destructive potential of atomic power, and so he and Szilárd co-authored a now infamous letter to President Roosevelt, communicating the fear of the possibility of 'extremely powerful bombs of a new type' which could be constructed by hostile countries. Einstein's opinion was enough to prompt Roosevelt to create a Uranium Research Committee; a research effort which ultimately evolved into the full scale military research project, under the directorship of General Leslie R. Groves and scientific leadership of Dr. J. Robert Oppenheimer, which became known as the 'Manhattan Engineer District' or simply 'Manhattan Project.'

In February 1941, Plutonium had been discovered; it was found that Plutonium could be synthesised from

U238 in a variety of ways and, like Uranium, Plutonium could be induced into a nuclear chain reaction. At this early stage, Plutonium was only being produced in very small quantities in laboratory conditions, and even less was known about its nuclear characteristics than Uranium, but it seemed much more suitable for use in an explosive device, both because it could be artificially manufactured and because it underwent a more rapid fission reaction, potentially releasing more energy. It was agreed, then, that initial research would be focused on producing a Plutonium bomb, with Uranium research continuing as a backup.

Several possibilities were discussed, but the gun method was selected as most suitable for immediate development. This simple technique entails the separation of the fissile material into two stable components: the target, fixed at the end of a barrel, and a projectile at the 'breech' end. The projectile is



Robert Oppenheimer

fired against the target so that the two come together and fuse as rapidly as possible. Accompanying the assembly is a combined 'tamper' and neutron reflector; a material that will surround the assembled core, designed to reflect radiating neutrons back into the core, further promoting the reaction and delaying the core from blowing itself apart. This method was selected both for its simplicity and reliability.

Oppenheimer reasoned that, compared to the Plutonium device, a Uranium gun device would be straightforward to adapt. The strategy was, then, to develop a Plutonium gun

and then derive a Uranium gun. He personally assumed responsibility for the early development of the gun design, and with mathematical physicist Charles Critchfield and engineer Edwin Rose proposed a design capable of delivery by heavy bomber.

Work continued on the Plutonium gun, until July 1944, when the first batch of reactor-bred Plutonium was delivered. It was quickly realised that it differed



Fuselage halves joined and forward bomb bay packed with as much weight as possible



Wing halves joined. Stout spars give a good positive fixing



With wings and tail added, the main airframe is ready for painting

porthole positions, plus poor joins, soon had me bogged down in a mass of filler. The Fujimi kit has infill pieces for the necessary holes and a dab of correction fluid soon sorts out any minor discrepancies. Both kits acknowledge that left to its own devices this model is going to be a tail-sitter and provide tail support props as one solution. Once the fuselage halves were joined, I packed the forward bomb bay with as much weight as possible before closing the doors. This did the trick.

Next, the wing halves were joined. The Fujimi kit has stout spar spars,

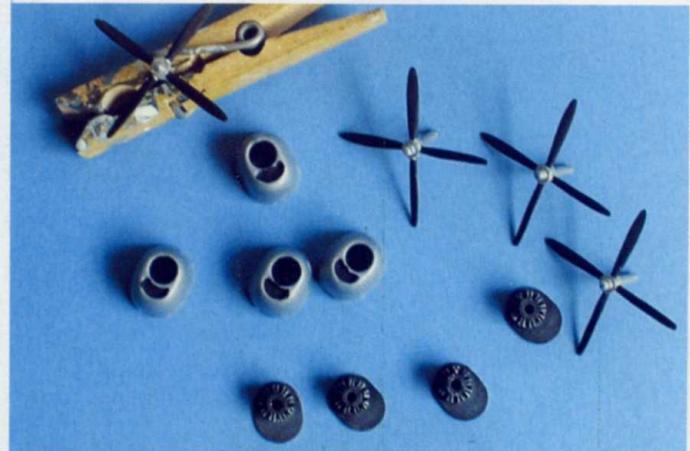
which give a good positive fixing and set the dihedral without any fuss.

With the main airframe assembled, it was time for some painting. For the overall silver finish I brush painted with Humbrol Metal Cote 27002 Polished Aluminium.

The process began with an initial coat of Metal Cote. When thoroughly dry, this was sealed with a coat of Johnson's Klear, since you can't overpaint Metal Cote without it lifting. A second coat of aluminium followed and when completely dry, this was lightly rubbed down with 1500 grit wet & dry, and



A Preiser figure adds a sense of scale



Small components were painted before fixing

when the model was thoroughly dry it was buffed with a paper tissue. The cellulose fibres in the tissue are just enough to do the polishing. Panels across the shoulder of the wings were masked and painted a greyer shade of aluminium (Metal Cote plus a little matt white) in accordance with photographs obtained from the Internet. Some weathering around the engine nacelles and exhausts was done with graphite powder and the whole sealed with

another coat of Klear. Finally, the panel lines were slightly emphasised with a well-thinned acrylic wash.

The final painting job included all the small parts such as engine fronts, propellers and undercarriage parts. I was then ready for final assembly.

Once the model was together, decals were applied and the complex framing of the B-29's transparent nose was done with thin strips of silver decal. I made this by painting Metal Cote onto

from the Plutonium previously analysed in one important aspect – it was contaminated with an isotope of Plutonium (Pu240) that was very unstable. This meant that it fissioned much more readily than had been anticipated, and could not be used in a gun device.

Further refinement of the Plutonium was impractical, and so the gun plan was abandoned in favour of an alternative technique which had also been discussed at Berkeley; an implosion device, where an array of carefully arranged explosive charges would implode segments of Plutonium very rapidly into a small core. The implosion technique would be much more effective than the gun, albeit significantly more complicated, and development had already begun on the 'Fat Man' device – the bulbous spherical gadget contrasting the long, thin gun design.

By February 1945, the specification for 'model 1850' was complete, code named *Little Boy*. *Little Boy* would not be tested before use; there simply wasn't



General Leslie Groves (left) was appointed the military head of the Manhattan Project

enough U235 to spare, and the design was virtually guaranteed to work. In fact, the design was almost too effective, bordering on outright dangerous. The designers knew that any one of a series of accidents could precipitate a nuclear incident. A large concern was the cordite detonation mechanism. Fire, lightning strike, or ditching in water could potentially cause unintentional firing of the charge, leading to full scale nuclear detonation. Even if the carrying aircraft ditched safely

in the ocean, and seawater did not trigger the detonator, salt water could act as a moderator, and induce a 'fizzle.'

As of May 1945, the device was ready for manufacture, but the Uranium to fuel it was not. Despite continuous work at the main Uranium production site at Oak Ridge, Tennessee over the previous two years, there was still not enough U235 for

one bomb. By July 14th, the main research establishment at Los Alamos, New Mexico, had completed assembly of several *Little Boy* cases, as well as one Uranium projectile, enriched to an average 80% purity. On the 16th, at the same time as the *Fat Man* gadget produced the world's first nuclear explosion at the Trinity test site, the components were loaded onto the USS *Indianapolis*, a heavy cruiser bound for Tinian island.

By the 26th, the units had been safely delivered, and the target assembly completed and dispatched by air.

By August 1st 1945, all the parts had been fitted into a case, with the exception of the cordite charge, which weapon officer Captain William Sterling Parsons wisely elected to load in-flight.

Parsons armed the bomb by hand, at 31,000 feet, and it was released over Hiroshima at approximately 8:15 am local time, immediately killing around 70,000 people.

References

- <http://www.lanl.gov/history/atomicbomb>
- <http://www.atomicarchive.com>
- <http://nuclearweaponarchive.org>



Xtradecal clear sheet. This ensured a shade match with the main fuselage.

Fujimi had provided me with a very nice replica of Enola Gay basking in the Pacific sunshine.

...Scaling Up Again – Building Little Boy

I decided to represent the worlds' first atomic bomb with the 1/48 resin kit by Kora. I could have chosen their 1/72 version but somehow I wanted to get in closer.

The transporter trolley and main body of the bomb are cast in resin and a complex etched fret completes the package. Whilst obviously from good quality masters, the resin components do indicate that this kit has some mileage on the clock. There are casting

blocks and flash to remove and surface air bubbles need to be dealt with. My favoured material for doing this is Milliput superfine white.

For some time, I was one of those modellers for whom an etched part was as likely to end up superglued to my thumb as attached to the model. To do myself justice, as this medium has become more widespread, I have improved. I can now usually fix a two-dimensional etched part to a model surface without too much trouble. Forming three-dimensional structures is still another matter. The cross between origami and watchmaking which is required to make up the tail unit of Little Boy caused me to go a very funny colour and mutter dark threats.

Despite the instructions being of no



Enola Gay sits in the Pacific sunshine awaiting her call to duty

use at all at this point, I got there in the end. My photographs of the build at this point seem to have evaporated in cyber space. Perhaps just as well.

I painted the trolley Humbrol US Gull Grey (129). The wheels lend themselves to weathering and come up very nicely. The bomb itself was a bright blue and I used Humbrol French Blue (14). After the tail, the remainder of the etched parts are for external sensors and fuses. Even quite recent photographs had these airbrushed out for security reasons.

A Sense of Scale

I used a figure from the excellent Preiser

range (USAAF Pilots & Ground Crew #67003) to give a sense of scale to my model of Little Boy. Posing Enola Gay in the background and using the camera angle to create perspective, I had all the elements to portray that fateful day in 1945 when the Manhattan Project reached its culmination.

SAMI

References

Entering Enola Gay or Little Boy into an Internet search engine gave me all the references I needed. Enola Gay is preserved in the Smithsonian collection (See SAMI Vol. 14 Issue 2 p. 176-177)



Little Boy is ready to role out onto the tarmac. The bomb trolley is a particularly nice piece of casting



The First and Last Swallows of Spring

A pair of British prototypes



D.H.108 [3rd prototype]

Scale: 1/72 Price: £32.95

Kit No: 04672 Type: Resin

Manufacturer: Planet Models

UK Importer: Hannants

WHIRLYKITS

presents...



D.H.108 [1st & 3rd prototype]

Scale: 1/72

Kit No: 72008 Type: Vacform

Manufacturer: Whirlykits

The D.H.108 was a British experimental aircraft initially designed to evaluate swept-wing handling characteristics up to supersonic speeds. Initially proposed in 1944 as a design test for the proposed tailless D.H.106 Comet, the aircraft saw the mating of a single tail fin and swept wings to the main fuselage section and engine of the de Havilland Vampire. The aircraft was named 'Swallow' by the Ministry of Supply, but de Havilland never took up the name.

The D.H.108 was the first British swept-winged jet aircraft and the first



Planet model





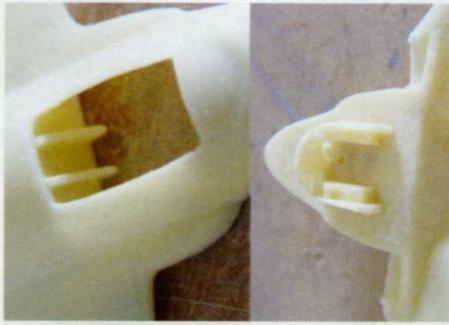
The contents of the Planet Models kit



The small decal sheet has all you will need to finish off your model



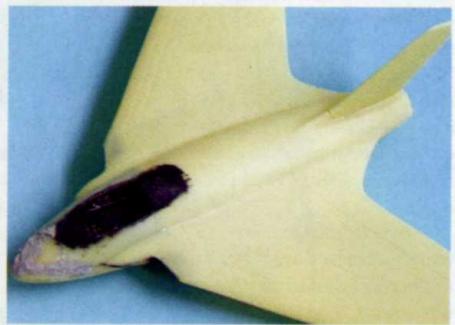
The smaller parts of the Planet kit come moulded in a resin film



The shallow cockpit leaves something to be desired, but it does stop tail sitting



Debunking the myth that resin is better. The Heller injected plastic parts, in metallic grey, are every bit as good



Some filler was needed around the nose where the fuselage halves meet



The clear canopy also needed filler to blend it into the fuselage



Once painted, decalled and the panel lining picked out, Planet's kit does look rather nice



The single-page instructions are easy to follow

British tailless jet aircraft. It was also the first British aircraft to exceed Mach 1, and indeed one of the first jet-powered aircraft in the world to achieve this landmark speed.

do about the fuselage, this is because Planet have made a compromise in the lower half section, where they have moulded the front solid instead of giving a full depth cockpit. Now, I can see what they are about here as the

D.H.108 is a tail sitter if there ever was one, and the solid front is just the right weight to prevent this, but it does present the builder with a dilemma - do you build the kit as designed and compromise the cockpit, or do you

remove the resin to allow a full cockpit but then have the tail sitting problem? I opted for the former, as I could not be doing with all the extra work, not only digging out the resin, but scratch building the cockpit as well as replacing

Planet's First Prototype

Enclosed inside a small white open-ended box, are twenty eight cream coloured resin parts. The upper and lower fuselage/wings items are separately moulded, and all the other parts come enclosed in a single moulding film, and these parts, once released from their confinement and cleaned up, are nice and crisp, apart from the single-piece front wheel assembly which is beyond saving and needs replacement. There is just one vacform canopy, a small decal sheet and a single sheet of A4 which serves as the instructions/paint and decal guide.

Construction

The first thing to do is to decide what to



Planet model

all the parts.

So just what have Planet given you for the cockpit, given the somewhat restricted space in the kit? Well it's not good news. As the three D.H.108s were built from aircraft taken from the production line the cockpit was, by and large, the same as the Vampire D.H.100, with the addition of an ejection seat in the third aircraft, which is the subject of this kit. None of the parts here bear any resemblance whatsoever to any de Havilland aircraft ever made to the best of my knowledge, but given that you can't see that much through the canopy, I worked with what was there, just replacing the kit's control stick, with a spare from the Heller Vampire. The whole interior was painted matt black and given a dry brush of matt aluminium. Seat belts were made up from Tamiya tape, and given a coat of Khaki Drill with the detail picked out in black.

Once completed the two wing/fuselage parts were joined together and the joint cleaned up. The canopy was fitted next, and this was attached with Humbrol Clearfix, then blended into the fuselage with filler.

The last stage of the build is the undercarriage. The parts supplied are not really very accurate and were replaced by items from Heller's Vampire, which consisted of the whole front leg and wheel and the main front bay door. The main undercarriage legs were, again, from the Heller kit, as the wheels in the kit are too big in both diameter and thickness (as are the Heller items for the D.H.108), so a root around in the spares box came up with two old FROG wheels from the Spitfire XII + V1 kit, which did the trick. The main wheel



Whirlybird model

bay doors were the resin parts in the kit. All that remained to do was to make the two pilot tubes that are fitted to the wing tips and the radio antenna just behind the cockpit.

Whirlybird's 1st prototype

[TG 283] and 3rd prototype [VW120]

It's been a long time since I made a vacform kit, in fact the last one was Maintrack's Project X D.H.108 Swallow, so I was delighted to find, inside the small stout box, that Whirlybird have reissued the Project X kit. To fit it in the box the once single sheet of plastic has been cut into manageable sizes, and this is made up of twenty-four parts including a set of wings, two types of fuselage, representing the first and third prototypes, some internal items and



others. There are eleven metal parts including the undercarriage, two seats, and the wing tip anti-spin parachute containers fitted to the first version, and to round off the parts two pairs of clear vacform canopies. The small decal sheet and one A4 size page of instructions are reprints of the Maintrack items.

Construction

Right, to work, and first things first - what version to make? I plumped for the first prototype, as the Planet kit is the third aircraft. Once the parts were marked out they were cut from the plastic sheet using a very sharp knife, then I made up a flat sanding surface, using a sheet of window glass with wet & dry taped to it. The various parts were rubbed down to their correct sizes, or that was the intention, but as it happened I got carried away with the left hand side and rubbed it down too much, which resulted in a large gap along the centre of the fuselage that needed some work with strips of plastic card to close. This had the advantage of making a solid joint, and once the two halves were fitted together, layers of filler and superglue built up the gap, which was rubbed down to the right shape.

Before construction commenced the



The old Maintrack kit has stood up very well to the test of time



The two types of vacform canopies are some of the best you will ever come across



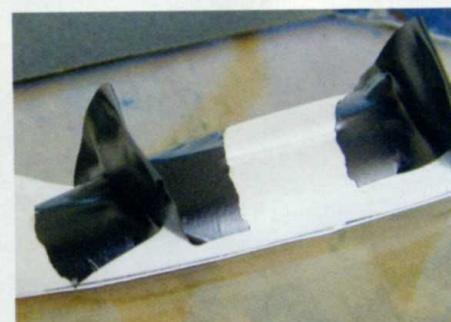
As with the rest of the kit, the decals are reprints of the original Maintrack ones



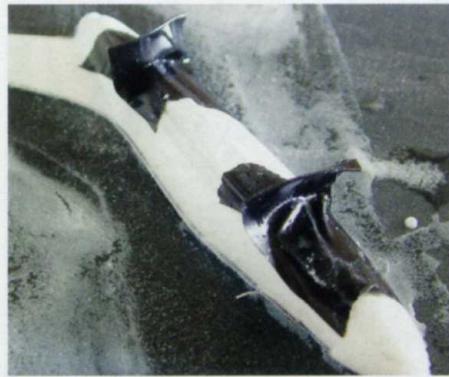
The two types of fuselage - the marked out one at the top is for the 3rd prototype and the cut-out bottom one is the 1st



All the parts are now cut out and ready to be sanded into shape on wet & dry - note the glass sheet used to achieve a flat surface



Tape was used to get a good grip when everything is wet and slippery



Caught in the act of messing up the left hand side fuselage



Once the Heller cockpit was fitted, the amount of work needed to repair the over-sanding to the fuselage side was somewhat time consuming



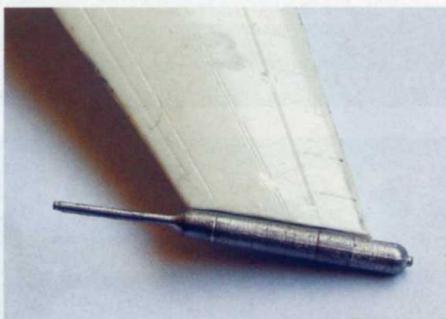
Once the damage was fixed, the wings could be attached, and filler was needed to blend the top of them into the fuselage

The underside also needed filler around the wing-to-fuselage joint

As you can see, there is a rather large gap along the fuselage joint!



Once the joints were rubbed down and cleaned up, the main undercarriage bays were cut out. Filler was used to make the bay walls



The metal wing tip anti-spin parachute containers are easy to fit to the wing tips, with just a hint of filler being needed to cover up the joint



The undercarriage legs fitted without any trouble, though it was necessary to cut them down a bit to achieve the right sit

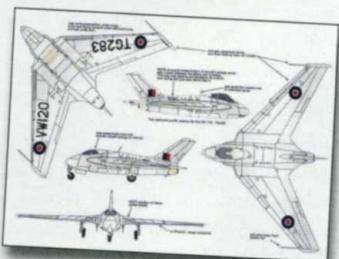
cockpit needed to be made up, and the kit contains a number of rudimentary parts for this area. I only used the rear bulkhead and metal seat, with all the rest coming from the, by now, somewhat depleted Heller kit, including the instrument panel, control stick, cockpit floor/front undercarriage bay and the hydraulic system reservoir (the small box-like structure just behind the cockpit on the Heller kit), all of which fitted

nicely into the vacform fuselage.

The fit of the wings was really very good, with filler being needed to blend the fuselage/wing joint top and bottom, though it is a good idea to make up the intake walls before you glue the wing to the fuselage. Once the wings were in place, the tips were removed and the two anti-spin parachute containers were fitted, then the main wheel bays were cut out, with the walls to both these and

the front bay made up with filler. Holes were drilled for the three metal undercarriage legs and these were fitted, with the front bay doors coming again from the Heller kit.

All that remained to do was to fit the canopy, which was an excellent match to the fuselage and the engine outlet - no prizes for guessing where that came from - to replace the very poor metal item.



Colour Options

Both aircraft were finished in highly polished metal, so I brush-painted them with Humbrol Silver (#11). The panel lining on the Planet kit was picked out in Humbrol matt Black (#33), with just the control surfaces being picked out on the Whirly Bird model. There were panel lines which could have been rescribed, but in this scale they can't be seen, so I don't see the point.

I made an educated guess, based on available photographs, and painted the undercarriage yellow. Once this was dry the decals were added. The printing on

Heller Vampire FB.5

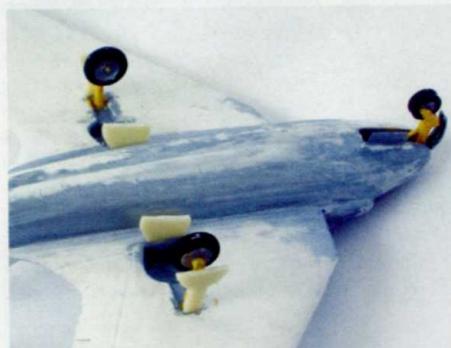
As you may have noticed the Heller Vampire FB.5 (which has also been modified to represent the French 'Mistral' version) is indispensable to the build of either kit, so what makes it so special? Released in the nineteen seventies at a time when Heller were making the best injected moulded kits you could get, the Vampire has stood the test of time and is probably still the best Vampire around in 1/72. Its delicate raised panel lines may put some off, but that is their loss. Made up of thirty-eight parts, three clear, the level of detail with cockpit and undercarriage parts is as good if not better than the best resin kits, as is the injected canopy and the full-depth jet outlet. It can be picked up for under a fiver, which adds to my very high opinion of this plastic kit. If you see one in any of its various boxings then buy it, as not only is it an excellent kit in its own right, but it is very useful as a donor kit for any resin member of the Vampire family, in 1/72.



VW 120 The third prototype, VW120, first flew on 24 July 1947 flown by John Cunningham, a wartime nightfighter ace. The following year, on 12 April 1948, it established a new World Air Speed Record of 604.98 mph on a 62 mile circuit. VW 120 was destroyed on 15 February 1950, in a fatal crash near Brickhill, Buckinghamshire, killing its test pilot, Squadron Leader Stuart Muller-Rowland. Accident investigation pointed to a faulty oxygen system that incapacitated the pilot.



The Vampire imaged here is the Heller FB.5, converted to a Mk I, done by adding Heritage Aviation's resin Vampire wing tips and the boom and tail off a defunct CMR Vampire Mk I. The one-piece canopy was added to the Mk I from January 1946, replacing the three-piece model (as fitted to TG 283). The decals also come from the comprehensive set in the CMR Mk I kit, showing an RAF Mk I of 130 Squadron from 1946. The aircraft is finished in all-over aluminium and has the B type roundels and fin flashes of the time



With all the undercarriage assembly painted and in place, the end was in sight



The Heller/ Whirlybird cockpit is now completed and awaits the canopy



All finished. The canopy did require some filler to blend it into the fuselage. The real bonus here is that I ended up with an excellent spare early Mk I canopy, worth its weight in Gold!

the Planet model is not too good, with the register being a little off and the colours seem to me to be a tad washed out on the national marking, but despite this they did adhere to the surfaces without any issues whatsoever. The Whirlybird items are nicely printed with good register as well as excellent colour density, the one drawback being that they are printed on a continuous backing film. Once cut out the national markings and the small aircraft numbers adhered to the surface well but when I used some Micro Sol on the large numbers on the underside of the wings to help smooth them out, some of the black ink started to dissolve - so don't use Sol or Set.

After the decals were left for twenty-four hours to dry, both kits were given a coat of Humbrol Clear Poly to represent the polished surface.

Conclusion

What we have here are two very interesting aircraft, which at the time were at the cutting edge of British aeronautical design. The Planet Models Swallow looks good once made and

there is no doubt that its exterior detail is miles better than the Whirly Bird kit, however it has some major issues with the quality of the moulding and the lack of accuracy in most of the smaller parts. The shallow cockpit area is a good idea

to deal with tail sitting, but there is the subsequent compromise with the size and depth of the cockpit.

The Whirlybird kit gives you the option of both the first and last Swallow, the metal parts are accurate and nicely moulded, and the clear canopies are some of the best quality you will ever come across. If you have never built a vacform kit, and they are surprisingly really easy to build, then give it a go, as the Whirlybird kit is an excellent choice, and around half the cost of the Plant Model resin kit.

Just one thing - you will need to get hold of the Heller Vampire to get the best out of both of these kits, but it has been issued by Revell and Airfix as well so it should be relatively easy to get hold of.

Whirlybird model



SAMI

MOTOR BOOKS

Feature of the month

Avro Lancaster, 1941 Onwards Owners Workshop Manual



Author: Jarrod Cotter & Paul Blackah
Publisher: Haynes Publishing

£17.99

Anyone who is familiar with the popular Haynes Motoring Workshop Manuals will be interested to see that Haynes have now began to do a series along the same lines on Classic Aircraft. Hot on the Heels of the first in the series 'Spitfire, 1936 Onward, all marks' £17.99 comes the second in the series on the Avro Lancaster. While not strictly a 'hot to fix it' workshop manual like the car versions these books are a technical look none the less. Beginning with a history of the aircraft a more technical appraisal is then made with plans, drawings, detailed photos and specifications explaining the ins and outs of the aircraft and what makes it work from start up to landing through 160 pages.

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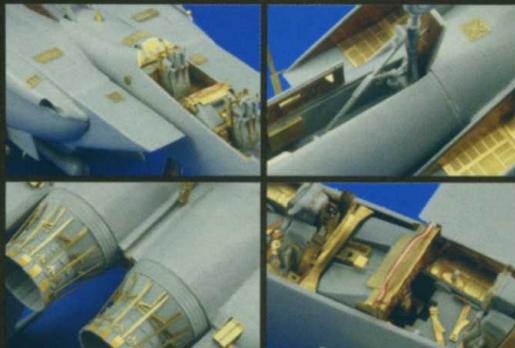
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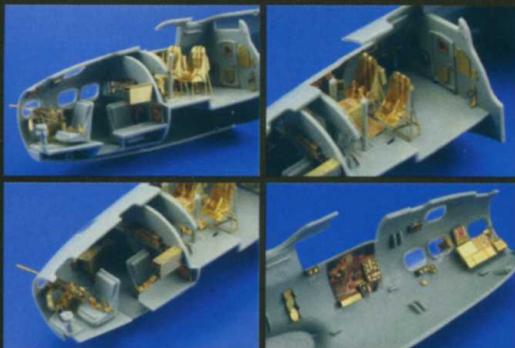
48583+48584+49410 F-15E Strike Eagle 1/48



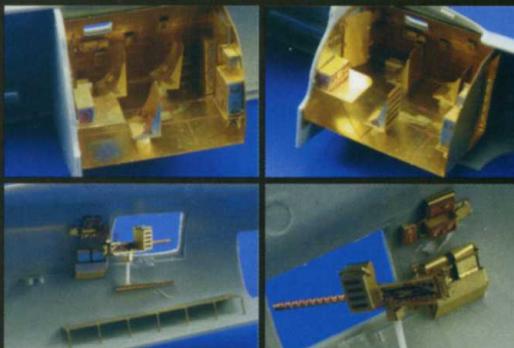
72468 B-17E/F Flying Fortress exterior 1/72



73295 B-17E/F Flying Fortress front interior 1/72



73304 B-17E/F Flying Fortress rear interior 1/72



more on www.eduard.com

**McDonnell Douglas MD-82**

Scale: 1/144 Kit No: 14525

Price: £14.99

Type: Injection Moulded Plastic

Manufacturer: Minicraft

UK Importer: Hannants



Milton's Schemes

Part Five: Minicraft McDonnell Douglas MD-82 – The Paper Planes

by George Coote and David Francis

The MD-80 family of airliners was a development of the successful DC-9 airliner which first flew in 1965. The MD-80s had a glass cockpit, improved avionics and aerodynamics plus the more powerful, efficient and quieter JT8D engines. The design was very successful with over 1,000 airframes delivered between 1979 and 1999.

In kit form the MD-80 has been produced by Minicraft and over the years has been released with a number of different airliner markings included in the box. Hannants provided us with two examples of Minicraft's kit, the first with markings for Pacific Southwest Airlines with a prominent painted smile on the nose, and the second a very classy scheme worn during the final days of TWA operations. Both sheets are beautifully printed by Microscale and would make a very nice addition to any display shelf, but we had different plans for these two as can be seen from the photographs accompanying this article.

The Blue One

When my fellow club member, David, showed me an aftermarket decal sheet produced by Liveries Unlimited that he had obtained from the Internet for the MD-82 it definitely had the 'Wow' factor. Scandinavian Airlines painted two aircraft in a scheme they called 'Paper Airplanes,' one painted in red and one in blue, and this was very unusual as SAS is not known for special schemes. Even Liveries Unlimited – despite quite a lot of effort – failed to find out why they were specially painted.

Construction

The kit is moulded in a soft white plastic,

which is rather flexible and the only clear part is the cockpit windshield, which is a bit foggy. The passenger windows are supplied as decals which many modellers prefer to filling holes with PVA or Kristal Klear. I decided that the easiest way to assemble this model was as a number of sub-assemblies, completing construction and painting before final assembly, as this would save a lot of time in trying to mask the individual sections and was made possible due to the good fit of the Minicraft kit parts. I started by constructing the long fuselage sections but first I removed the blade aerials moulded on one of the fuselage halves – these will be destroyed in the building process in any case, and can be replaced at the end.

Before joining the fuselage halves you need to weight the nose with at least $\frac{1}{4}$ oz. I found an old bolt that would do nicely and in the spares box an old 1/48 fuel tank into which it was fitted prior to insertion as I have found a plastic-to-plastic join is much stronger than trying to glue metal to plastic.

I now joined the fuselage using masking tape and liquid poly; I did this late at night so the entire fuselage would be nice and solid by the next day. In the morning I checked the join, and the under surface, nose and tail were perfect but all along the middle section, over the wing, the edges did not meet. Did I say the plastic was flexible?

Now I had a nice step to fill. I found this very time consuming as some serious work was needed to make the step invisible.

I used Milliput as the filler, sanded down with wet and dry paper. Over-spraying with primer enabled me to check the finish and I had to do this three times before I managed to get a

good smooth result two days later – that's modelling for you!

Next came the wings, which are lovely and thin in cross section but were very warped. After cementing them together I used hot tap water followed by a dunk in cold which, with a little careful bending to get them straight, seemed to do the trick. After two tricky sections the engine pods went together well and at this stage I now reattached the blade aerials made from pieces of excess photo-etch frame filed to shape.

It was now time to start painting. The engine pylons and tail area were sprayed with Halfords white primer followed by appliance white, as were the engine pods. When this was set the vertical tail, engine pylons and wing roots were masked using Tamiya tape before the rest of the fuselage was sprayed grey primer followed by Revell 51 blue, which dries to a nice glossy finish ready for the decals. Grey primer was now applied to the wings before the silver areas were sprayed using Halford Peugeot platinum silver with the centre spare panels painted with Humbrol 166 grey.

The Liveries Unlimited decal sheet is excellent, providing all windows and stencils plus some spares. All of the white paper airplane decals are printed very opaque and do not change colour when applied over the dark blue fuselage. Some are supplied in blocks and some singly, and there are a few spares in case of mishap. The artwork on the instruction sheet is very clear as to the position of the decals so any mistakes made will be down to the modeller. The decals are strong, tough, and went onto the model with no problems at all. I just wish all brands were made to this standard.

With decalling complete it was time to





finish assembly. The engine pods were superglued to the pylons but I decided that the horizontal stabilizers needed to have metal pins attached to the joining surfaces as the plastic tabs are rather small and weak.

The wings fitted to the fuselage very well using just a little superglue to attach the parts and a small amount of PVA as filler. Finally, to finish the model, I added the main undercarriage and nose gear. One point to note is that the

main gear doors are much too big and almost touch the ground. The drawing on the decal placement sheet shows the right size and I replaced them with some cut from plasticard.

The Red One

Strangely I had none of the problems George encountered with his kit - my wings were perfectly straight and the fuselage assembled easily. I used a slightly different method for assembling

the fuselage by gluing a small section at a time. I also used my preferred method of dealing with long joins by applying a small amount of superglue to the seam with the edge of a scalpel blade and then almost immediately sanding the seam with a small bit of wet 800grit wet and dry paper to obtain a perfect finish.

This goes to show that two modellers can build identical kits and come out with a different experience of the model. However at the end of the day we both

enjoyed assembling our airliners and they are certainly a striking pair. Though the MD80 kit is available in a number of attractive schemes from Hannants, finding a sample of the Liveries Unlimited sheet may be a bit more difficult. My samples were purchased online from www.airline-hobby.com and at the time of writing they still had a few in stock.

SAMI



The A.C.M. Range
A comprehensive craft knife kit with 3 handle options & 10 blade shapes. Handles also available individually and blades in packs of five.

For further information contact:-
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Owlerton Green, Sheffield S6 2BJ
Tel: 0114 234 4231/234 4223 (Sales)
Fax: 0114 231 4966
e-mail: uksales@swann-morton.com
www.swann-morton.com

for your cutting edge choices

The 'Professional' Range

Three small (No.3) fitment handles:- the 'Retractaway' retractable blade knife; 5A Acrylic handle; standard No.3 handle, all supplied with five No.10A blades.

The Trimaway is a nylon-based handle fitted with a heavy-duty No.25A blade, complete with blade guard and available in packs of three.

Two large (No.4) fitment handles:- the 6A Acrylic and the standard No.4, each supplied with five No.26 blades. Surgical quality blade No's 21, 25, & 26 fit both handles.







The Wyvern is another type whose profile has been raised by the arrival of a few good kits!



A colourful Wolf



Ed Kinney's Panther diorama

IPMS/USA Region IV Convention

As I'm sure you are aware by now (pay attention at the back there!), IPMS/USA is split into 13 regions. Each of these regions is encouraged to hold an annual convention, making them one step down from the Nationals in the IPMS contest hierarchy. Many fine models and modellers can be found at the Regionals. On April 18 and 19, 2008, IPMS/John H. Glenn and IPMS/Western Reserve hosted the IPMS/USA Region IV Convention at the Lakeland Community College in Kirtland, Ohio, about 20 miles from Cleveland and close to Lake Erie.

Billed as 'two days of modeling heaven' the show featured items not usually seen at stateside model shows including club and chapter tables, an impressive 'art wall' featuring exceptional aviation fine art, and free admission for all children 17 and



David Geldmacher's Harrier GR.3 in 1/72

under. The show featured 12,000 square feet of shopping bliss in the Vendors' Hall and a 6,000 square feet Contest Room. Besides the art wall and the 96 vendor tables, the Vendors' Hall included 25 on-floor modelling skill demos from beginners how-to's to

advanced techniques, a huge raffle which even featured the brand new Airfix Canberra, and a Make and Take program attended by about 150 children. Modellers from seven states and across the border from Canada combined to display over 820 models



The Divine Scale Society's Flying Circus



The Art Wall boasted an impressive display of fine paintings



A large scale Tomahawk – this impressive P-40B was from the Trumpeter kit



Thanks to all the new kits out in recent years, the Lancaster is an increasingly common sight at shows



A nicely turned out DC-3 in Trans-Canada livery



What is a model show in Cleveland without an Air Racer?



A striking colour scheme. A lot of unusual and interesting types were on display



Jerry Royer's F-4 Phantom – one of many fine examples of the type on show



John Vitkus's Junkers. Another attractive early civilian type in the contest



The stunning scheme on Larry Davis's Golden Hawks Sabre 6 will be familiar to many



The Airfix Nimrod is quite popular in the States as well



This RCAF Neptune had no doubt just come across the border for the show...

of all sizes and types. The contest room featured 643 models entered by 142 contestants. The Best in Show award went to a 1/16 M7 Priest self-propelled gun – well, you have to keep the treadheads happy...!

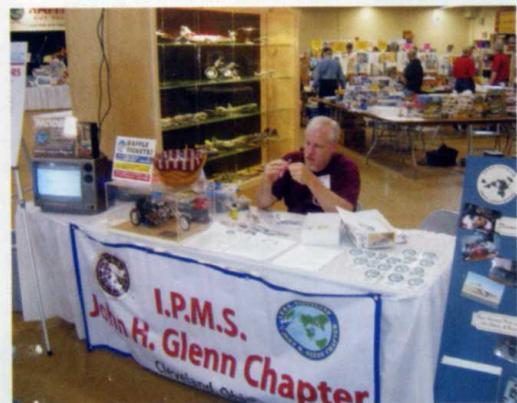
Other highlights of the show

included seminars, a sit-down awards banquet (no beer-and-crisps event, this!), and a 56-minute audio-visual presentation of the contest winners. Apparently, big fun was had by all! Congratulations are due to both the chapters involved for putting on what

by all accounts was a fine show.

My sincere thanks to Jim and Heather Bates for their photos and help in compiling this article.

SAM



Doug Halke at work on the IPMS John Glenn Chapter table



This scaled-down Harrier shows what can be done in 1/144



A 1/144 Hornet in the striking RCAF scheme provided in the Revell kit



The Vendor Hall. An overall view shows readers just what they miss if they don't attend these events!

Shows USA

July 27th, 2008

IPMS Dragon Lady Model Classic

Plaza Room, 210 Julie Drive, Yuba City, CA
Presented by IPMS/Dragon Lady
Don Terbush 530-674-8194

August 3rd, 2008

GTR Summer NNL and Swap

Algonquin Township Offices, 3702 US Highway 14, Crystal Lake, IL
Presented by IPMS/GTR Auto Modelers
www.gtrautomodelers.freeservers.com

August 6th – 9th, 2008

IPMS/USA 2008 National Convention

Virginia Beach Convention Center, 1000 19th St, Virginia Beach, VA
Presented by IPMS/Tidewater
www.ipmsusa2008.org

August 9th, 2008

2008 Far West Region 9 Contest

FVF Hall, 3538 N. Blythe, Fresno, CA
Presented by IPMS/Kings County Scale Modelers
www.kcscalemodelers.com

August 10th, 2008

IPMS/EI Paso Community Outreach Show and Display

Bassett Place Shopping Center, 1117 Geronimo Drive 79925, El Paso, TX
Presented by IPMS/EI Paso
www.ipmsepaso.us

Tools, paints and adhesives are vital parts of the scale modeller's armoury. Scale Aviation Modeller International will test and review any such products that manufacturers care to send us for consideration.

Brush with Success

AIRBRUSH COMPANY

The Airbrush Company, UK importers for Iwata and Lifecolor, have passed on a number of the latest new products to arrive in their catalogue, and as committed airbrushing exponents, SAMI is pleased to pass on the details. All of these products are, in their own ways, of use and benefit to

repeatedly wreck expensive airbrush equipment by not cleaning it properly. No names mentioned...ho hum...

Seriously, there are only two things that can go wrong with airbrushing a model – both of them avoidable – one is an incorrect paint mix, and the other is a dirty airbrush. Given the shape and complexity of airbrushes, cleaning them – and cleaning them properly – does require a little care and attention, so



anyone wishing to switch to airbrushed finishes – or indeed to anyone currently operating one. If you haven't yet switched, then as usual we urge you to try, as you will never look back.

VGT-2000 Ultra Sonic Cleaner £29.99

It may look like a small portable chip fryer, but in fact this is a very practical and highly desirable tool ideal for those untidy modellers always in a hurry who

anything that can make the job easier, and lessen the amount of components accidentally washed down the sink is, for this ham-fisted modelling dunces at least, of major benefit. Seriously folks, I love modelling, but my workbench and every tool I own are encrusted with paint, filler and Lord only knows what else.

The process of ultrasonic cleaning in a liquid is the action of ultrasonic waves generating micro vacuole bubbles which repeatedly expand and



contract. Once these bubbles burst the action will gradually and gently remove the contamination or dirt that has adhered to the surface of the article as well as places not easily accessed. Basically you put the pieces you want cleaned in the removable basket, immerse them in cleaning solution or water and push the button. This particular machine has a programmable timer, and can be set for up to 60 minutes. Plugged in and operating it is quiet and unobtrusive, and its compact size will not compromise space in the workshop.

A useful addition to the workshop, and one that will earn its keep by helping to keep valuable equipment in working order.

GH

SAMI

Lifecolor

AIRBRUSH COMPANY

Diorama Set

CS-13 Flesh Paint Set -£13.99

This latest boxed set from Lifecolor will be of interest to all those modellers

who include crew figures in their aircraft. It includes six 22ml plastic bottles of Lifecolor's superb and airbrush-friendly acrylic paint. Colours include light, base, and shadow tones. Personally, not being either keen or capable when it comes to figures, I intend using them on a series of RAF Desert Storm aircraft, as they are ideal for some selective post-shading and panel tinting with my Iwata Revolution.

Lifecolor Cleaner

LC Cleaner £6.99

Lifecolor's powerful cleaner comes in a plastic 250ml bottle, and is ideal for removing acrylic paint residue. Can be used on brushes or airbrushes.

Lifecolor Thinner

LC-Thinner 250 £6.99

Don't take chances when you point a loaded airbrush at your pride and joy. Use the proper gear. Bottle contains 250ml.



Conclusion

The Lifecolor range is not widely distributed in the UK at present, which is a shame as it is extensive, and very airbrush friendly. All these products, and many more, can be obtained from The Airbrush Company via the website at www.airbrushes.com

SAMI



on Sale July

SCALE Military MODELLER International

Finally, due to public demand, an armour SAMI!

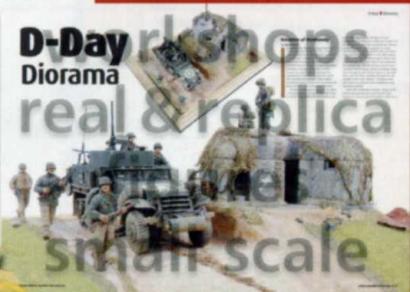
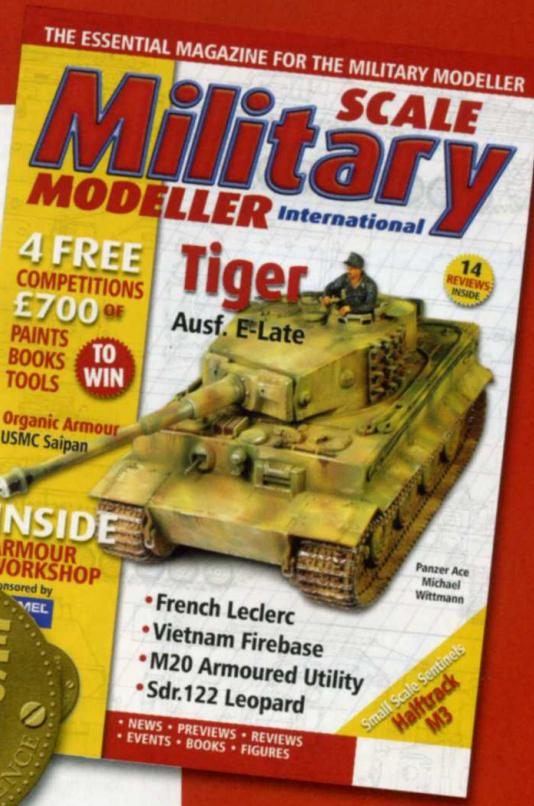
The Essential Military Modellers Magazine

The new look Scale Military Modeller International magazine will give the armour enthusiast a new and fresh approach to the world of scale fighting vehicle and figure modelling. This new look publication will bring unrivalled coverage across the breadth of the hobby, concentrating, for the first time in one magazine a complete package of previews, news, reviews and model builds on a scale hitherto ignored by other titles. Each issue will be front-loaded with information on products, essential to the modeller, followed by feature-packed sections to both inspire and inform, written in a 'user-friendly' style and squarely aimed at not only the experienced hobbyist, but also the novice and intermediate modeller, who may feel sidelined by the more elitist content of other available publications.

■ www.sampublications.com

Each issue includes:

- News
- Previews
- Kit Reviews
- Accessories
- Features
- Events
- Book Reviews
- Show Reports
- Readers Letters



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UK – WH Smith, Menzies
US – Barnes & Noble, Chapters
and all good stores



SAM PUBLICATIONS

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Coates receives a selection of paints from the new Revell Aqua Color range.

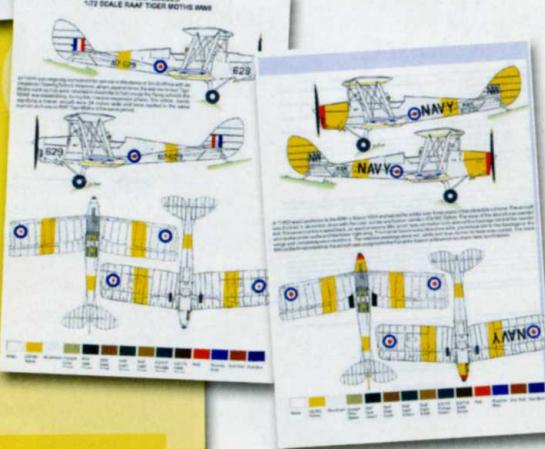
Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Limited. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

**Diamonds are Forever****LETTER OF THE MONTH**

Having just bought volume 14 issue 6 (June 2008) of Scale Aviation Modeller, I was interested to see a book review on page 593 with a couple of small illustrations taken from the volume itself. I feel I must point out that on the top illustration of an XI Squadron RAF machine, the black and yellow of the nose bars have been reversed. The central diamond should be yellow and not black. Not being able to read the text which accompanies the illustration,

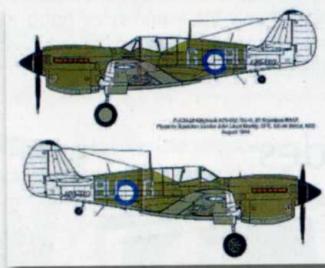
am unable to read which aircraft this refers to. There was one aircraft delivered from Warton to Conningsby by the then Station Commander where these colours were reversed. As the aircraft landed the mistake was noticed and the aircraft was towed away for the offending markings to be removed and replaced with the correct ones – a mistake which has not occurred since. Ian Coates (ex XI Squadron) Stockton on Tees

**How Do Roo Do?**

It was with great interest that I read Mr Michael Swan's letter regarding the trend of many decal manufacturers to provide only limited or a single set of national markings on their decal sheets. I apologize that this email reaches you only now – the tyranny of distance is responsible because we only see each issue of SAM! several months after its UK release date. Therefore, I understand if things have moved on.

This issue of restricted numbers of national markings on a decal sheet has irked me as long as I have been building models. Indeed it was the prime reason why I wanted to tackle it with my own decal range. My first attempt was the single-subject sheet which proved to have low popularity with retailers but was quite popular with modellers! My first foray into multiple subjects came with Waddy's Kitties, which provided two complete Kittyhawks flown by John Waddy in the SWPA during WWII. After this I released several sheets which covered multiple aircraft but provided sufficient national markings for two complete aircraft allowing for several alternatives to be placed on the sheet. This was still not satisfactory in my view so with the arrival of my two Tiger Moth sheets, RAAF Tiger Moths WWII and RAAF Tiger Moths WWII and Post-War, here were two sheets that provided four and three aircraft complete. This

established the trend and subsequent sheets, RAAF



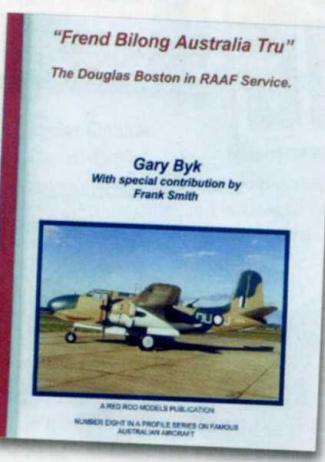
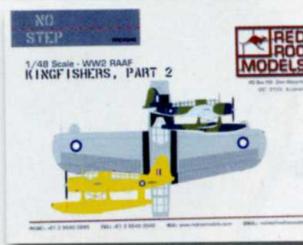
Bostons, RAAF Kingfishers Parts 1 and 2, The Away Team Part 1 – 3 and 450 Sqn RAAF P-51C Mustangs in Italy 1944 and my most recent sheet, RAAF Boomerangs Part 1 and Part 2 (my first venture into 1/32) have all featured two to six complete aircraft.

Naturally, offering say six complete aircraft on a sheet has meant an increase in the dimensions of the decal sheet and a corresponding increase in production costs (I have to buy more decal paper). As a result the retail price of these decal sheets has climbed to around the AUD\$25-AUD\$30 but I believe that modellers will be prepared to pay that amount for the opportunity to get more than one aircraft out of the

decal sheet. Time will tell.

I am firmly committed to maintaining this style of decal sheet and several future releases currently under production all follow this concept because I feel that modellers should not have to constantly rummage in the decal bank or endlessly snip needed national markings off left-over sheets to complete a project. Personally I think all decal sheets should offer sufficient national insignia to allow each of the depicted choices to be completed, but that is a pipe dream of mine, so in the meantime I'll content myself with trying to offer this type of decal sheet to a niche market.

Gary Byk
CEO, Red Roo Models
www.redroommodels.com



"Frend Bilong Australia Tru"
The Douglas Boston in RAAF Service.
Gary Byk
With special contribution by Frank Smith



A RED ROO MODELS PUBLICATION
NUMBER EIGHT IN A PROFILE SERIES ON FAMOUS AUSTRALIAN AIRCRAFT

The MiG Issue

Further to the Trumpeter MiG-3 discussion I am not really sure what the problem is your correspondent is trying to highlight. Flashback, ICM and Trumpeter kits represent different aircraft. The Flashback one is early series while ICM and Trumpeter kits are late series MiGs. Dimensionally they are rather correct, with Trumpeter having a bit more of the shape issues than ICM (obviously AM-Flashback is set aside as it is an aircraft of a different series). Admittedly, 1/48 is not my pot, but neither myself nor any others I have consulted have noticed any issues with the shape of the forward fuselage, with the only real issue being the shape of the radiator cowling under the centerplane.

No one has ever heard of an Airfix



All Across the Pond

I just recently picked up *Scale Aviation Modeller*, vol.14 issue 4, and am enjoying it very much but there are two points I found that need correcting. I intend my remarks to be merely informative and constructive.

On page 362 in the section, *American Patrol* by Steve Palmer, is the story entitled *The Resurrected Boeing 40C*. I must first applaud the wonderful story, pictures, and dedicated work by the family who completed this fabulous project. That said, the second word of text is incorrect. The sentence begins, 'Canyonville, California.' The story begins with a 1928 flight from Medford, in the southern part of Oregon intending to reach Portland in the extreme north of Oregon. The plane crashed on Canyon Mountain. Interstate 5 is the main highway connecting Medford to Portland. I live on I-5 about 15 miles south of Canyonville, and I can assure you that Canyonville is in Oregon, not California.



built in Bethpage, California. There is no Bethpage, California. There is, however, a Bethpage on Long Island, New York.

I trust that my comments are received in the spirit I intended.

Reinhard Forster
via Email

Harrier Omissions

I would like to comment on some omissions from the modelling element that are either directly applicable to, or would complement the GR.7:

1/72 Accessories

- Model Alliance CS-106 DATA Pod
- Model Alliance CS-107 Vinten Recce Pod (Current)
- Model Alliance CS-108 RAF 1000Lb Iron Bombs
- Model Alliance CS-111 CVR-7 Rocket Pods
- Model Alliance CS-112 TIALD Pod
- Model Alliance CS-138 100 LERX (Available for over 12 months)
- Airwaves Martin Baker Mk12 Ejector Seat
- Aires Resin Undercarriage bay set
- Quickboost Resins Air Brake set
- Scale Cast Wing with dropped flaps

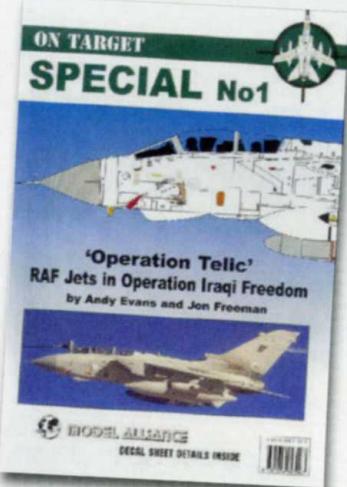
The Heritage intake set is for the Sea Harrier/GR.1/3 etc and this does not fit the GR.9. I understand that both Pavla and AIRES are looking at RAF Harrier GR.7/9 including detailed cockpits, undercarriage, wing flaps etc.

On the reference section the main Op Telic modelling reference book was also missed out: *On-Target Special 1 - RAF Fast jets in Operation Telic 2003*. Also a superb book missed out was the Airlife *Harrier GR.7 in Detail* by Mark Attrill.

We are currently in production of a new Harrier Profile Plus book covering all Harriers and this will include as normal numerous decal sets to complement it, including 1/32 scale to go with the Trumpeter kit.

Keep up the good work.

Gary Madgwick
Managing Director
The Aviation Workshop Publications Ltd
www.theaviationworkshop.co.uk



Thanks to Gary for pointing out these, and advising us of exciting developments in the pipeline for fans of the type. See also decal reviews this issue – Editor



Firstly, apologies to Heritage for a number of errors inexplicably cropping up while transposing data from their website. Full details on the range can be seen at www.heritageaviationmodelsltd.com

The Modellers Profile was aimed specifically at the GR.7, and a number of generic Harrier items were omitted.

Star Letter

I was rather surprised to see the picture of the finished F-14A in SAM Vol #14 Issue #5 with two glaring errors on the finished model. I know that it is impossible to put a roundel on upside down or even sideways, but the US Star and Bars are, to the best of my knowledge, always placed with the single point of the star pointing up on the fuselage side and pointing forward on the wing. Both the upper left (port) wing decal and the right (starboard) decals are upside down and/or backwards. I see that the left (port) fuselage star is correct.

I am pleased to see you are now

producing many articles about 1/144 kits, which is right up my alley. I have been razzed a bit over the years when I bring in finished 1/144 kits to the monthly club meetings.

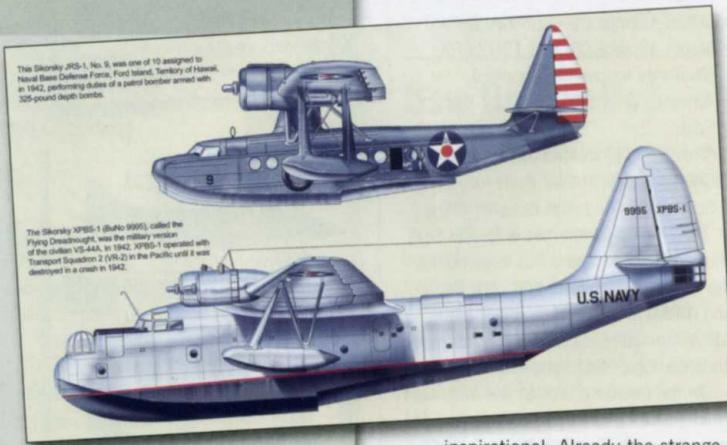
By the way, I am sorry to see Wise Owl shut down as they made it very easy to order my overseas subscriptions. I dislike all the conversion fees and not really knowing what I'm going to pay until I get my VISA or MC bill. I will probably get all my mags through Squadron for now.

John R. Lee IPMS/USA
Portland, Oregon

US Navy Flying Boats and Amphibians in World War II

BOOK OF THE MONTH

These Squadron Specials really are superb pieces of work. They have a knack of taking a subject and turning it into a showcase of such rich variety and interest that modellers can hardly wait to go out and invest in some product to model some of the subjects in the book. I have no doubt that this will be the case with this current title, as its subject matter includes some classic types, and its design is



inspirational. Already the strange fascination for the Grumman Duck, engendered by the *Modellers Profile* on that type, has been rekindled by the excellent coverage the ugly amphibian gets in these pages.

Largely based on original

U.S. Navy Flying Boats and Amphibians in World War II

Al Adcock



Squadron Signal

TECHNICAL DATA

Author: Al Adcock
Publisher: Squadron/Signal
ISBN: 9780897475563
Format: Softback, 80pp

works of Boeing, Consolidated Aircraft, Douglas, Grumman, Hall Aluminium and Martin, covering types both familiar and exotic.

Colour profiles are included, but it is the photography that makes this book so special – and the overall presentation, with no space wasted and a subject matter that is hard to beat – that makes it a worthy Book of the Month.

GH

SAMI

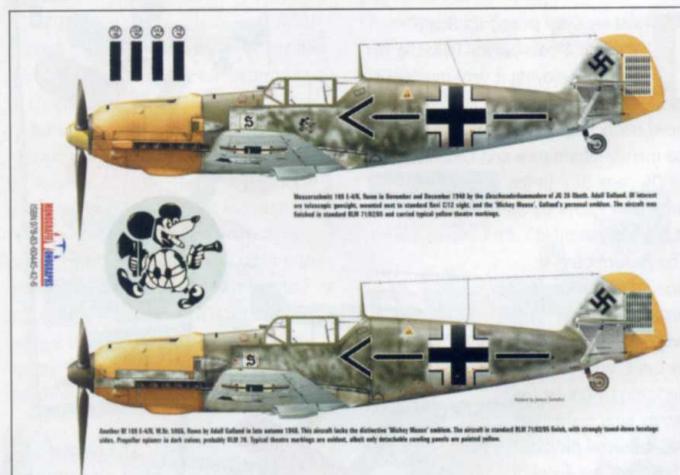
photographs with thorough captions, the book deals with each manufacturer in turn, and thus we are treated to photo-essays in turn on the



Messerschmitt Bf 109E

Another superb release from Kagero, no doubt with the arrival later this year of Eduard's new 1/32 kits in mind – certainly the additional decal sheet includes no fewer than five sets of individual markings in this scale.

The all-English text covers the development and history of the Emil in its entirety, and for those who already know the story, there is a heavy bias towards illustrations, with the excellent selection of



TECHNICAL DATA

Author: Jakub Plewka
Publisher: Kagero
ISBN: 9788360445426
Format: Softback, 80pp

photographs filling most of the pages.

Scale plans for all E sub-variants are included in 1/48, and the last ten pages feature some splendid profile art drawn to 1/32.

The free decal sheet included covers five aircraft in 1/72, 1/48 and

1/32, and these machines are all covered by the profiles. Their inclusion, along with the quality and selection of photographs, makes this book a must for anyone with an eye on the back end of the year when the first of the new kits arrives.

Richard Beagre

SAMI



Ilyushin Il-2 Attack Aircraft

Not nearly enough has been written about the *Stormovik* – as it will be known by anyone who ever built the Airfix kit – and it's nice to see a publisher with a reputation for digging a little bit deeper coming up with a first class book on the subject. Jakab's title covers the design, development and history of the type thoroughly and with plenty of photographs and ancillary information. The bi-lingual text – Czech and English – provides a fascinating insight into Soviet war production, and some of the data and diagrams on tactical flying, formations, and operational procedure add a breadth of interest to the subject that is frequently missing when we open a box of plastic.

The devastation wrought by these machines is presented in a number of photographs of destroyed German aircraft and equipment on the ground, although the price of this success seems to have been very high, largely due to the amount of time the aircraft remained at low-level in the target area.

The colour profiles are well-executed and cover the full range of schemes applied to this most numerous of aircraft, and the overall impression given by the title is one of expert research combined with enthusiasm to provide an



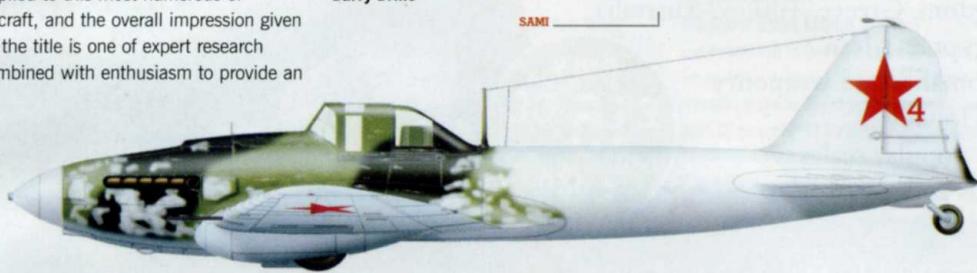
TECHNICAL DATA

Author: Oleg Rastrenin
Publisher: Jakab
ISBN: 97880807161029
Format: Softback, 96pp

essential work of reference as well as an enjoyable and informative read.

Barry Brine

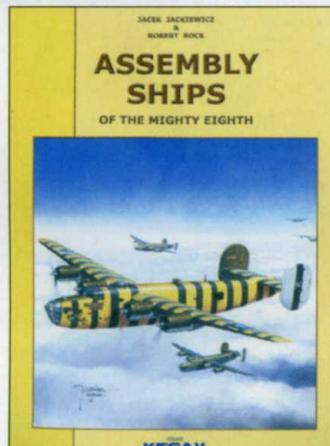
SAMI



Assembly Ships of the Mighty Eighth

During the Second World War the Eighth Air Force operated from Air Bases across the whole of East Anglia and gathering together the large formations of bombers into a cohesive force was a nightmare. During training in the States it was possible to form up the squadrons and groups into a bomber stream in an hour, but in operational conditions with the famous British weather it normally took at least two to three hours and only once the formation was complete could they actually set off towards Germany. To give an idea of the difficulties bear in mind that a B-17 seen from four kilometres has a wing span of only 2 centimetres, so you can understand why it was very hard for individual aircraft and squadrons to find their position in the overall formation.

That is where the Assembly Ships came in. These aircraft were normally war-weary airframes that had been stripped of their armament and painted in variations of the squadron/bomb group colours, sometimes with added lights around the fuselage to make them even more obvious. These colourful aircraft were the first to take



TECHNICAL DATA

Author Jacek Jackiewicz & Robert Bock
ISBN: 9788392491415
Publisher: Atelier Kecay
Price \$49.90

off followed by the rest of the squadrons, which then formed up around the assembly ship. Once the formation was complete the whole formation set off towards the target and

E-2 Hawkeye Walk Around 53

Most modellers will have come across the famous Walk Around series at some point or another. This latest title comes in as part of the 'Color Series,' which means that as well as including the most thorough and comprehensive walk around of its subject matter possible,



TECHNICAL DATA

Author: Ken Neubeck
Publisher: Squadron Signal
ISBN: 9780897475556
Format: Softback, 80pp

all the illustrations are now in colour, so its usefulness to the modeller is instantly magnified tenfold.

Besides the usual wide selection of shots of its important little places – including a full and frank exploration of the interior – there are a number of nice operational shots of various aircraft and some excellent colour profiles. The text is by way of captions to the photographs, which are clear and explanatory.

This is a perfect modeller's book. Lots of close-ups that would be of little interest outside the hobby, but are absolute gold dust to anyone building a model, and with a 1/48 kit among Special Hobby's planned releases it will be a very useful title for many of us before too long.

GH

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the assembly ship dropped out of the formation and returned to base.

Now over my years of attending model shows I have seen a few examples of assembly ships reproduced on the tables, normally *Tubara* with its shark mouth and yellow and green stripe fuselage that featured on an old Microscale sheet, but when I opened this book I was amazed by the number of aircraft that had been used in this role and that the aircraft that I had seen were just the tip of the iceberg. Stripes, squares, polka dots and other decorations normally combined with attractive nose art, shark mouths and mission markings all featured prominently on these aircraft.

The text in this book is very informative and describes the history of bomber operations over Europe, but as its title suggests its main content concentrates on the role of the assembly ships of the Eighth Air Force. Most assembly ships were used by the groups operating the B-24 Liberator though there were a few B-17s used as well. These schemes and many more are illustrated by an amazing selection of 160 photographs,

complemented by 40 colour profiles; some of these profiles chart the development of a colour scheme on a specific aircraft as it was modified during the course of the war.

I had heard of Assembly ships but I was completely unaware of the existence of *Dogs or Cops* until I read this book! These aircraft were war-weary P-47 Thunderbolts that had been stripped of their weapons and were used to shepherd the squadrons and bomb groups into their correct formation and round up any strays and return them to the flock. Just like the bombers many of these aircraft were attractively marked with their parent air group colours and again these are covered by photographs and colour profiles.

By covering a little known subject this book should assure itself a ready market with anyone interested in daylight bomber operations of the Eighth Air Force over Europe, but its sheer quality and colourful subject matter will make it of interest to a much wider audience.

www.keycay.info

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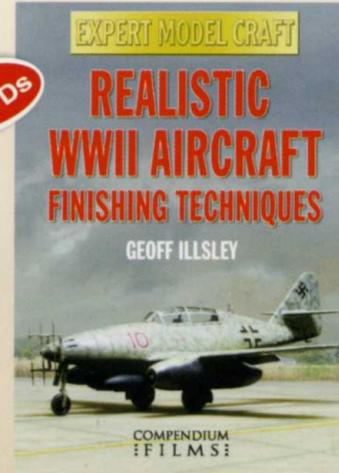
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04208 Piper PA-18 Super Cub, 1:32



Model Illustration

04253 Glider Plane LS8-a 1:32



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Sporting Success

1:32 Piper PA-18 Super Cub

04386

The Super Cub is without doubt the best known aircraft from the Piper Corporation, the name of which became synonymous with sporting planes. It is a struttled, high-wing monoplane with a tubular steel airframe and fabric cover. Introduced in 1949 the PA-18 determined the image of the Piper Aircraft Corporation, renowned for its simple, robust construction which was continually developed and upgraded with evermore powerful engines.

Production finally came to an end in the 1990s when over 40,000 Cubs and Super Cubs had been built, making it the most numerous aircraft of its class. In addition to civil versions, several military versions were produced, the best known being the L-18C which was used by the German Air Force for pilot training.

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